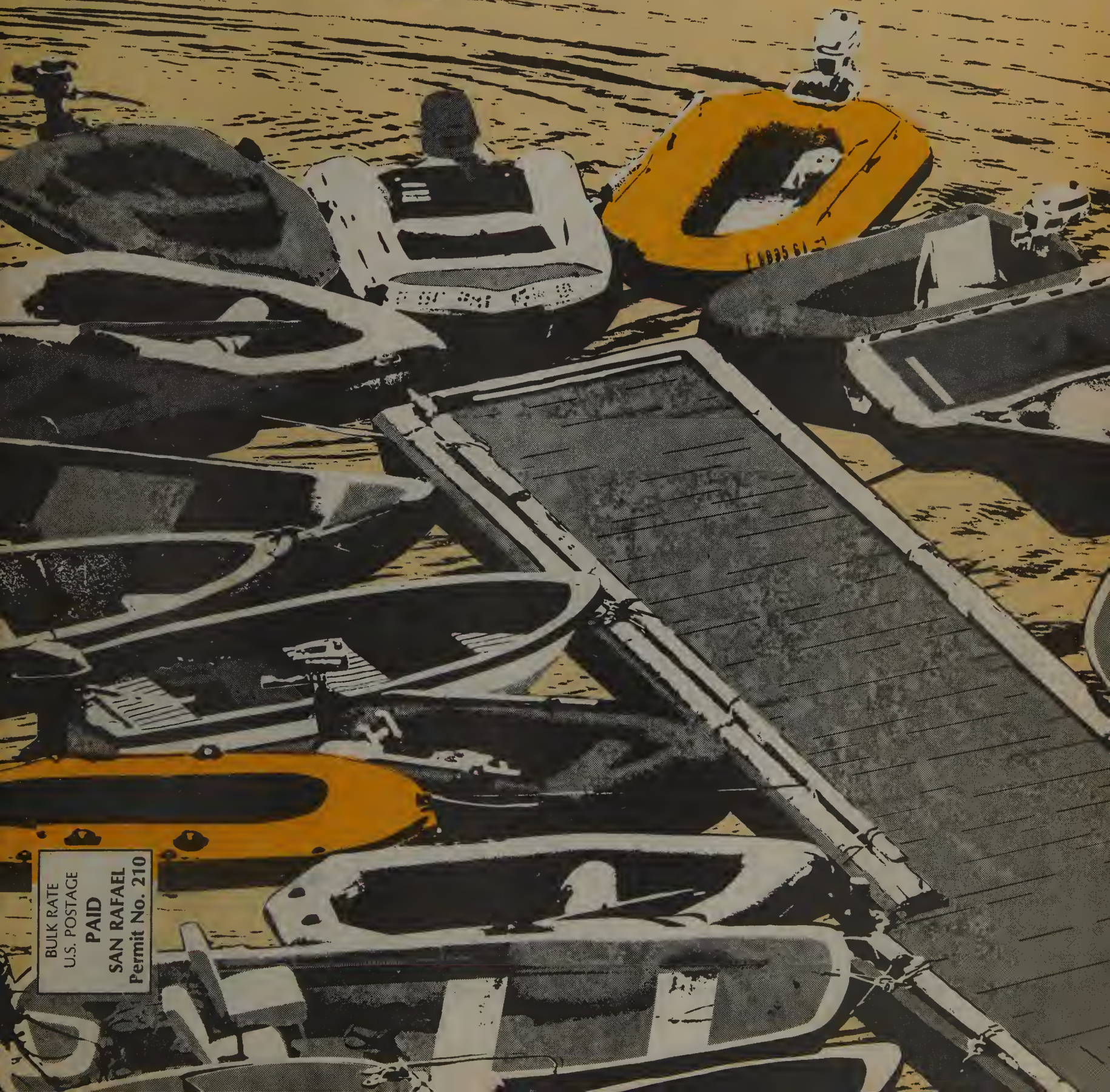


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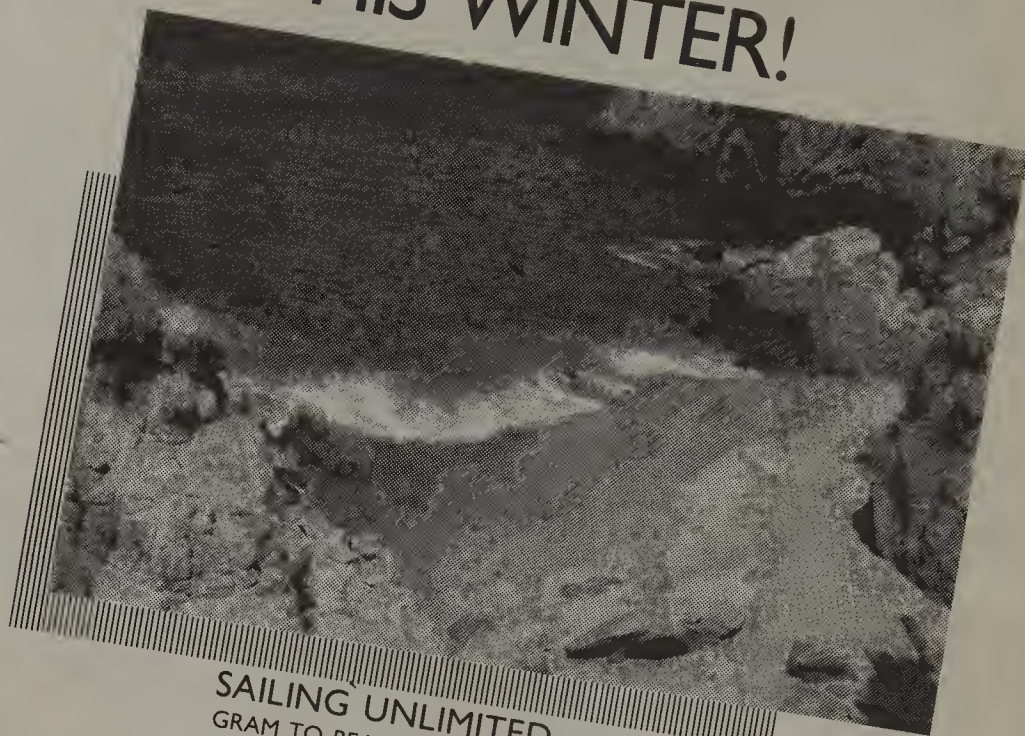
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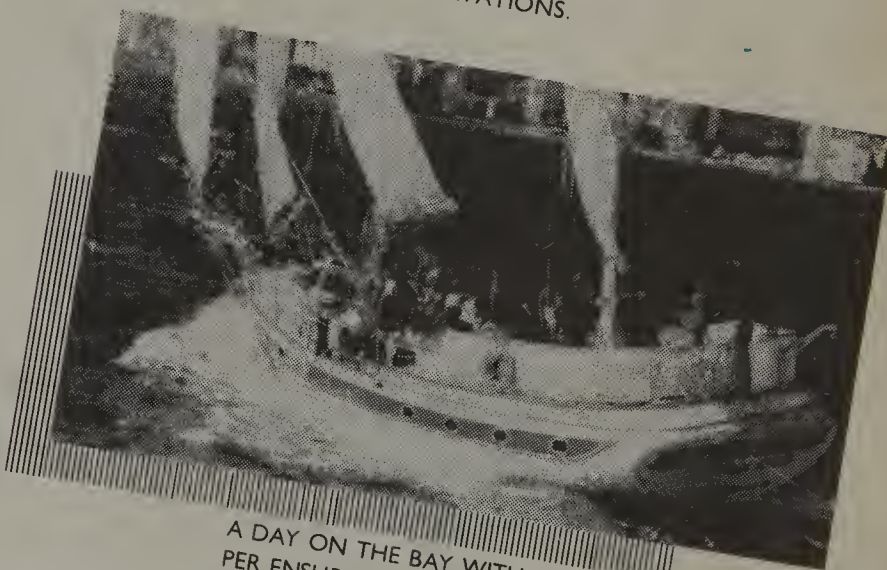
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SAILING UNLIMITED EXTENDS ITS CHARTER PROGRAM TO BEAUTIFUL, EXOTIC MEXICO THIS WINTER. PORTS OF CALL WILL INCLUDE CABO SAN LUCAS, LA PAZ AND PUERTO VALLARTA. SKIPPED YACHTS 42' - 64' AVAILABLE FOR ONE OR TWO WEEK CHARTERS FROM DECEMBER '83 THROUGH FEBRUARY '84. WINDSURFING, WATERSKIING, NAVIGATION AND SAILING INSTRUCTION, AIRFARE, PROVISIONING AND EXCITEMENT ARE INCLUDED IN OUR SAILING VACATION. CALL TODAY FOR PRICES AND RESERVATIONS.



THE RIGHT SAILING SCHOOL CAN BE VERY DIFFICULT TO LOCATE. QUESTIONS THAT YOU MIGHT HAVE SHOULD INCLUDE QUALITY? EXPERIENCE? MATERIALS? AND SCHEDULE? SAILING UNLIMITED WILL EASE YOUR MIND AND ENSURE THAT YOU RECEIVE THE SAILING INSTRUCTION YOU NEED. AS AN AMERICAN SAILING ASSOCIATION (ASA) CERTIFIED SCHOOL YOU ARE GUARANTEED PROFESSIONAL INSTRUCTION FROM ASA CERTIFIED SKIPPER AS WELL AS A PERSONAL LOG BOOK FOR YOUR SAILING RECORD, DIPLOMAS, AND CERTIFICATION STAMPS, RECOGNIZED AND RESPECTED AROUND THE WORLD. CALL SAILING UNLIMITED FOR DETAILS.



A DAY ON THE BAY WITH A USCG CERTIFIED SKIPPER ENSURES YOU AND YOUR GUESTS A CAREFREE ENJOYABLE CRUISE. SAILING UNLIMITED'S QUEEN OF THE FLEET, "SEVEN SEAS," HAS AMPLE ROOM FOR PARTIES OF 25, FOR THAT SPECIAL OCCASION. SO REMEMBER, WHEN YOU STOP AT SAMS IN TIBURON, DON'T JUST HAVE ONE POP... RELAX, HAVE ANOTHER, YOU'RE IN GOOD HANDS WITH SAILING UNLIMITED.

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The Pineapple Profile

NAME: "Elmer Fudd"

OCCUPATION: "Winning Waces
and Cwuising"

PORT OF CALL: "San Fwancisco"

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the Coyote Point Wace"

OWNERS: "Susan Johnson &
Bill Nowk (Nork)"

LATEST QUOTE: "Sailing —
Cwazy Habit"

SAILMAKER: "Pineapple Sails"



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Sails in need of repair may be dropped off
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*ELMER FUDD: Winner of Islander 30 Fleet,
Coyote Pt. Race 1983



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The Stanford University Sailing Program is seeking power and sail boats (over 20-feet) for its instructional, recreational and competitive programs.

The DONATION or bargain sale of your boat is fully TAX DEDUCTIBLE and can provide immediate cash for you. While some boats can be used by our 1,000 eager sailors, others will be sold to build our planned year-round open-water sailing facility.

All donations will be handled in a timely and efficient fashion. You will be surprised how attractive donating your boat to Stanford can be.

For More Information Please Contact:
Joe Petrucci — Director of Sailing
(415) 497-9494

Marine Development Office
 Roble Gymnasium, Stanford University
 Stanford, California 94305



Just A Sample of Our FEATURED Local Listings

1979 30ft CATALINA

New sails including main, 110, 80, whisker pole, good inventory of extras. \$33,900.00



1977 32ft ISLANDER

Volvo diesel, Barient winches, good compliment of instruments, good overall inventory, LIKE NEW. \$46,000.00



Lowrie Yacht Harbor
40 Point San Pedro Road
San Rafael, CA 94901
(415) 454-7595

1974 35ft FUJI KETCH

Perkins diesel, this all glass easily sailed yacht is READY. \$69,500.00



1981 36 ISLANDER FREEPORT

Pathfinder diesel, Adler/Barber refer, full instrumentation, Barient self-tailing winches, Boom Vang, and much more. **REPO — OFFERS**



LISTINGS

22 CATALINA	\$5,500	32 NANTUCKET ...	\$46,500
22 SANTANA	\$6,500	33 WILBO KETCH ...	\$49K
27 C&C	\$28K	40 C/L OFFSHORE ...	\$77K
27 ERICSON	\$25K	41 GULFSTAR	\$89,750
29 ISLANDER	\$19,500	47 MORGAN KETCH	\$179K
29 CAL	\$30K	48 CELESTIAL	soon

Call Us For Complete Specs On These & Many Many More
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THE LEGEND LIVES

In the ALL NEW CAL 35. See Her TODAY

New Quarter Berth Interior
 "Swan"-Style Carved Teak Bulkheads
 Separate Stall Shower
 Stern Boarding Ladder
 Internal Halyards
 Barient Winches
 Four Cyclinder Diesel

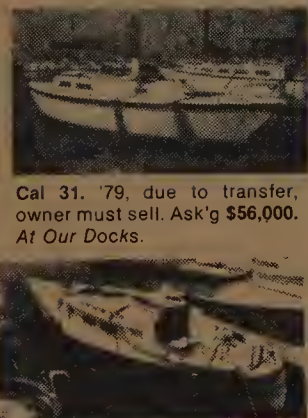


BROKERAGE LIST SAIL

20' CAL, '66, ob	\$4,750
20' CAL-20, '66, ob	4,900
21' CUSTOM, '63, ob	3,800
21' NORTHWEST, '78, dsl	10,000
21' WILDERNESS/rlr, '78, ob	11,700
22' COLUMBIA, '68, ob	6,500
22' COLUMBIA, '69, ob	4,750
22' VENTURE, '71, ob	4,500
23' O'DAY, '78, ob	17,000
23' RANGER, '76, ob	14,000
24' CUSTOM slp, '40, ob	3,950
24' EMERSON, '40, ob	3,950
24' COLUMBIA, '65, ob	10,000
24' GLADIATOR, '64, ob	8,500
24' ISLANDER BAHAMA, '68, ob	8,500
24' NIGHTINGALE, '76, ob	18,950
24' NIGHTENGAL, '76, ob	16,500
24' WYLIE WABBIT slp, '82, ob	9,000
24' YANKEE DOLPHIN, '71, ob	14,950
25' CAL, '75, ob	14,200
25' CAL 2-25, '79, '80, '80from	22,500
25' CAPE DORY, '77, ob	15,500
25' CORONADO, '67, ob	7,150
25' CRUISING FOLKBOAT, '59, ob	7,900
25' ERICSON, '75, ob	15,500
25' IRWIN, '71, ob	9,000
25' NORDIC FOLKBOAT, '60	10,000
25' SAMOURI V-1, '70, ob	12,500
25' SEIDELMAN, '78, ob	18,950
25' TANZER 7.5, '77, ob	11,000
26' COLUMBIA MKII, '72, slg	12,500
26' COLUMBIA MKII, '69, ob	12,900
26' DAWSON, '77	18,500
26' EXCALIBUR, '66, ob	11,150
26' PEARSON ARIEL, ob	11,950
26' PEARSON ARIEL, '65, ob	11,900
26' PEARSON OD, '78, ob	18,750
26' RANGER, '69, ob	14,000
26' RANGER, '70, ob	13,900
26' S-2, '78, lb/g sd	17,000
27' ALBIN VEGA(s), '70, '74, '76	from 19,850
27' CAL, '73, ob	17,500
27' CAL, '75, lg	26,500
27' CAL 2-27, '76, lg	26,450
27' CAL 2-27, '78, lg	29,900
27' CATALINA, '71, ob	15,850
27' CATALINA, '80, lg	25,000
27' CHEOY LEE OS, '64, dsl	24,000
27' CHEOY LEE OS, '72, dsl	22,000
27' ERICSON, '78, dsl	31,000
27' NEWPORT, '76, lg	18,500
27' NORSEA, '79, dsl	44,950
27' O'DAY, '77, lg	21,500
27' SANTA CRUZ/rlr, '74, ob	20,000
27' SANTANA, '72, ob	15,500
27' C&C, '81, dsl	47,500



Cal 31, '79, due to transfer, owner must sell. Ask'g \$56,000. At Our Docks.



Pearson Triton, one of the finest Tritons on the bay. Fresh survey, bottom paint & dsl. inbrd. Owner has ordered larger boat. AT OUR DOCKS. Asking \$19,500.

'78 7/8 Rig Pearson 31. Full elec., spin. gear w/sail, dsl. eng. & dodger. Very well-equipd. litely used cruiser. \$48,000. At Our Docks.

28' HAWKFARM, '76, dsl	26,000
28' ISLANDER, '81, dsl	41,950
28' PEARSON TRITON, '60, dsl	19,500
28' PEARSON TRITON, '60, lg	19,850
29' CAL, '74, lg	30,000
29' COL 29 DEF '66, lg	18,750



Columbia 9.6, One of the last of the best Columbias built. Stiff, comfortable & well-equipped. \$41,995.



Pearson Triton, one of the finest Tritons on the bay. Fresh survey, bottom paint & dsl. inbrd. Owner has ordered larger boat. AT OUR DOCKS. Asking \$19,500.



Fuji 35. Built to Lloyd's 100A specs w/Swan quality throughout. This 35 footer ranks as one of the finest cruising yachts available today. Her wood & jointer work compare to that of fine furniture. Features: dsl., km/ds, VHF, h/c pres. wtr., dinghy. Immaculate cond. Asking \$82,500.



Lady Helmsman. High performance cruising is this yacht's forte. She's been to the Islands, Delta & along the Coast. Well-equipd & ready to cruise/race. \$68,500.

24' Nightingale. Great Bay and Lake Boat w/rlr. Ready & Waiting now that summer is finally here! \$16,950.

30' ERICSON, '68, lg	32,500
30' ISLANDER MKII, '71, lb/g	28,000
30' ISLANDER, '76, lg	29,500
30' PEARSON, '78, lg	34,950
30' PEARSON, '78, lg	34,950
30' S-2 C'Plt, '78, dsl	42,500
30' TARTAN, '78, dsl	44,500
31' CAL, '79, dsl	49,500
31' COL 9.6, '77, dsl	41,995

31' CONTEST, '73, dsl	49,000
31' PEARSON, '78, lg	45,000
32' ERICSON, '70, lb/g	37,500
32' ISLANDER, '76, jlg	58,500
32' MARIEHOLM, '74, dsl	44,500
32' TARGA, '78, dsl	51,000
32' TRAVELLER, '77, dsl	69,900
32' SAIL slp., '74, ob	45,000
32' PEARSON VANGUARD, '63, lg	32,500
32' PEARSON VANGUARD, '65, dsl	34,500
33' MORGAN PH, '81, dsl	75,000
33' RANGER, '78, dsl	47,500
33' TARTAN 10, '80, dsl	25,000
34' ATKINS Ketch, '63, dsl	19,500
34' HANS CHRISTIAN, '79, dsl	91,750
34' O'DAY, '81, dsl	68,900
34' PETERSON, '80, dsl	65,950
35' BANDHOLM, dsl	76,750
35' CAL, '80, dsl	95,500
35' COLVIN, '71, dsl	30,000
35' ERICSON, '79, dsl	65,000
35' HAND Ketch, '47, dsl	38,950
35' MAGELLAN, '65, dsl	35,500
35' SANTANA, '79, dsl	79,500
35' STEEL kch, '71, dsl	30,000
35' FUJI, '75, dsl	79,500
36' C&C, '80, dsl	81,500
36' S-2 Alt' Cpt, '79, dsl	73,500
36' CSTM COLUMBIA, '69	59,500
36' S-2 11.0A, '79, dsl	71,000
37' FISHER, '78, dsl	125,000
38' C&C Custom, '79	107,500
38' ERICSON, '80, dsl	97,800
39' CAL, '71, dsl	76,500
39' CAL, '80, dsl	92,500
40' C&C, '79, dsl	\$129,500
40' C&C Custom, '79, dsl	\$112,500
40' FUJI, '78, dsl	\$139,000
40' LADY HELMSMAN, '79, dsl	\$68,500
40' MARINER, '68, dsl	\$90,000
40' SWIFT, '79, dsl	\$105,900
41' CHEOY LEE OS, '78, dsl	92,000
41' MORGAN OI, '78, dsl	\$120,000
42' SPENSER, '66, dsl	\$79,000
42' GOLDEN WAVE, '81, dsl	125,000
43' WESTSAIL, '76, dsl	145,000
44' CONCEPT, '81, dsl	\$100,000
44' PETERSON, '75, dsl, mod/ful	\$117,500
45' CUSTOM kch, '74, dsl	\$135,000
46' MORGAN, '79, dsl	179,000
46' SUTTON, '56, dsl	\$95,000
46' HERRESHOFF, '74, dsl	\$132,000
47' OLYMPIC OS, '74, dsl	\$134,500
50' GULFSTAR, '77, dsl	\$150,000
58' CUSTOM Ketch, '75, dsl	\$270,000



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Designed by ROBERT PERRY

In this world of mass production and standardization there remains one line of yachts that offer you freedom of expression and are built by the finest method man has yet devised: *by hand.*

If you have yet to find a yacht that conforms to your demand for quality and performance the time has come for you to experience the Passport.

We build in the quality and performance. You choose the rig, deck plan, and interior accommodations that allow you to enjoy without compromise.

Sail to adventure, in luxury and style.



NAUTICAL QUARTERLY FALL REVIEW: —“Altogether, we felt that the design of this cruising yacht was such that she represents considerable value for the money. The standard of construction and finish appeared to equal that in many a yacht having a famous name tied to a significantly higher price tag. Passport may be a famous name, too, one of these days.”

TAX PLANNING SEMINAR for '83

Attend PASSAGE YACHTS charter seminar and learn how charter placement saves you tax \$ while providing you with a pleasurable tax shelter.

F.J. Grimmelman and Assoc., Inc: Investment Bankers and Capital Strategists—Frank Grimmelman, President, will conduct a 2 hour workshop on the tax advantages of chartering. Proforma worksheets will be provided so you may determine your tax savings for a given investment. Informational handouts include legal opinions & IRS rulings on tax laws regarding leaseback.

Horizon Charter and Yachting Assoc.—Laurie Smith, President, will discuss the ingredients necessary for a successful charter boat and answer your questions about yacht placement, insurance and other pertinent topics.

Owners of boats in charter will be available to discuss their experiences.

LOCATION: PASSAGE YACHTS

DATE: Saturday, August 27, 1983 **Time:** 1 p.m.

Please R.S.V.P. to assure a space reservation.

Passport 40 · 42 · 42 Pilothouse · 47 Aft & Center Cockpit · 51 Aft & Center Cockpit



PASSAGE YACHTS

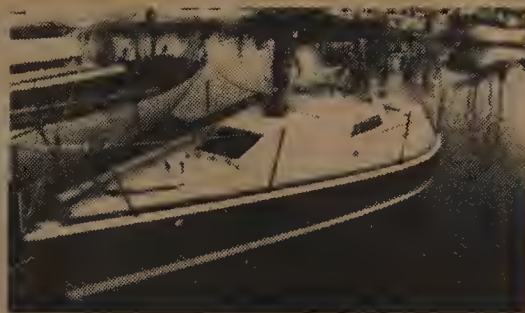
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Pt. Richmond, CA 94801 (415) 236-2633

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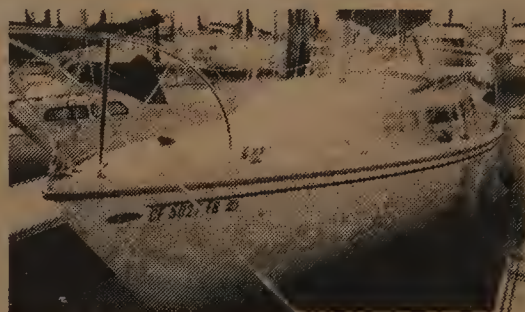
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Dinghies on Shore Leave
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Featured Experienced Yachts



HAWKFARM 28 1978—Exciting one design and excellent choice for singlehanded and MORA racing. Equipment includes VHF, knotmeter, depth, windspeed, windpoint, trim indicator, 5 spinakers, 2 mains, 4 headsails, LPU paint and new race bottom. Diesel recently rebuilt. The Hawkfarm is a soundly built, fun raceboat that offers exceptional room and comfort below decks.

\$26,500 reduced



CATALINA 27 1974—Excellent choice for new sailors. This 27 is in **superb** condition. Recently hauled and surveyed. Inboard diesel, VHF, knot, depth, main, working jib, 170%, whisker pole, and much more.

Trade in—\$18,750/offers

24' ISLANDER BAHAMA, 1968	\$ 6,000
25' SANTANA 525, 1978	16,500
25' O'DAY, 1978	17,500
26' CLIPPER, 1973	8,500
27' C&C, 1981	Offers
27' CATALINA, 1976	22,300
27' SANTANA, 1974	15,500
27' O'DAY, 1976	25,000
27' CATALINA 27, 1974	18,750
27' ROYAL VIKING SLOOP, 1963	15,000
28' CAL, 1967	16,500
28' ISLANDER, 1977	34,000
28' HAWKFARM, 1978, reduced	26,500
29' CAL 2-29, 1975	31,750
30' CONTEST, 1970	24,500
30' NEWPORT MKII, 1977	37,500
30' SANTANA, 1976	35,000
30' CATALINA, 1979	36,000
30' ISLANDER MKII, 1971	28,000
31' MARINER, 1970	45,000
31' SEA EAGLE, 1979	50,000
31' CHEOY LEE OFFSHORE 31, 1967	39,000
32' VANGUARD, 1965, ...	35,000
32' NANTUCKET CLIPPER, 1971	46,500
32' ISLANDER, 1977, Custom Features	53,950
33' CHEOY LEE CLIPPER KETCH, 1979	66,700
33' TARTEN 10, 1979	37,000
34' PETERSON 34, 1980	69,950
34' TRADE-WINDS SLOOP, 1970	30,500
35' FANTASIA, 1979	84,000
35' ALBERG, 1965	34,000
35' SANTANA 35, 1979	79,500
36' C&C, 1979	88,750
36' PEARSON, 1973	61,000
37' RAFIKI, 1980	92,000
37' ENDEAVOUR, 1982	89,700
39' CAL, 1971	70,000/Offers
39' CAL, 1980	97,500
39' "LOKI" YAWL, 1953	120,000
40' C&C, 1979	129,500
40' CAL, 1966	72,000
43' PORTOBELLO KETCH, 1964	99,000
44' PETERSON 44, 1974	117,500
45' CSTM NEW ZEALAND KETCH, 1974	135,000
50' GULFSTAR CNTR COCKPIT KETCH, 1977	159,000

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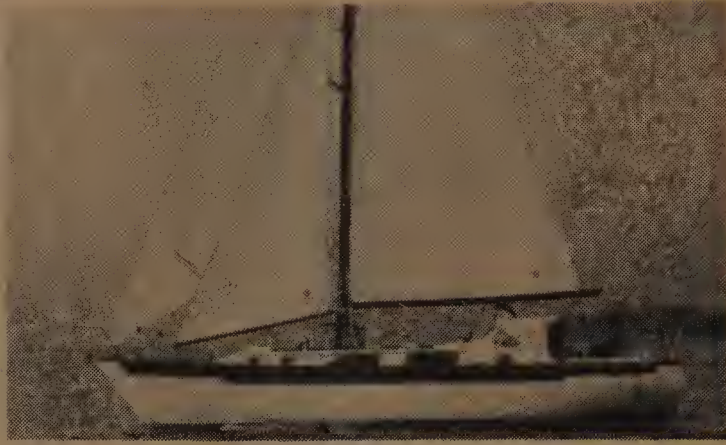


PASSAGE YACHTS

FEATURED BROKERAGE
From Your Performance Cruising Center



40' C & C 1979—An excellent example of a lush, comfortable interior surrounded by a state of the art, powerful, high performance racing hull. Very well equipped for racing or cruising by a knowledgeable racing skipper with the right gear for the job. Full winch inventory with Barient #32-3 speeds as primaries. 7 sail inventory with spinnaker. Call for full inventory. **\$129,500**



42' Passport 1981—An elegant, performance cruising cutter designed by Stan Huntingford. Professionally maintained and equipped with only the best. Included are five sails, deluxe dodger, battery charger, Dickenson diesel cabin heater, Barient self tailing winches, Perkins engine and more. Ideal liveboard-cruiser. A very stiff, fast sailing yacht. Excellent Value. **\$127,000**



Sistership

35' C & C MK II—A blue hulled beauty. Excellent bay racer. Now located Morro Bay, with full electronics and a complete sail inventory. New Loran "C" and VHF. Very well maintained, exceptional sailer and still a winner. Ready to cruise or get into competition. (PHRF 120) **\$67,500**



36' Pearson—A Bill Shaw design with fin keel and skeg rudder. Full offshore equipment with 8 man life raft and ocean survival kit. 13 sail inventory with all sails inspected, restitched and recut where needed. All Barient winches with #30 as primaries, #26 as secondaries. VHF, Windspeed, Windpoint, Knotmeter, RDF, MOP and equipment, Anchors & safety gear. In very good condition with all necessary gear to go for it. **\$61,000**



Sistership

37' Rafiki 1980—A well found, seakindly, blue water cruising cutter constructed with an Airex core hull. Aluminum spars, Sails by DeWitt and Pineapple. Fully equipped with Trimble Loran, Magnavox Sat Nav & full instrumentation. In superb condition. Call for full inventory. **\$92,000**



39' CAL—A classic specially set up for single handling cruising. Features auto helm A/P, wind vane, dual famet roller furling, and vertical stowed whisker poles. Rebuilt diesel. Replaced mast, all rigging, and lifelines. New sails 1980. Amenities include hot pressure water and refrigeration. **\$70,000/Offer**

**1220 BRICKYARD COVE ROAD,
POINT RICHMOND, CALIFORNIA 94801**

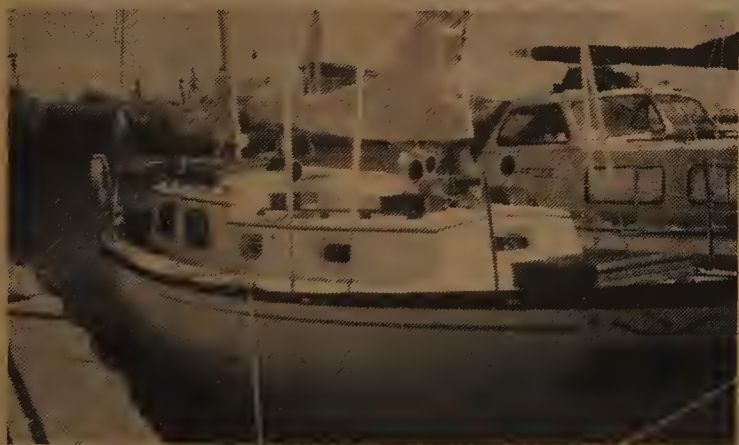
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Santana 525 1978—Light weight, fractional rigged 25' sloop. She has an open, uncluttered, comfortable deck layout. Active one design. Equipped with all spinnaker gear & sail, head foil, digital knotmeter, compass, 1981 Evinrude 4.5 hp out board, Main with flattener and two reef points, 150% 3 oz and 110% 6 oz. **\$16,500**



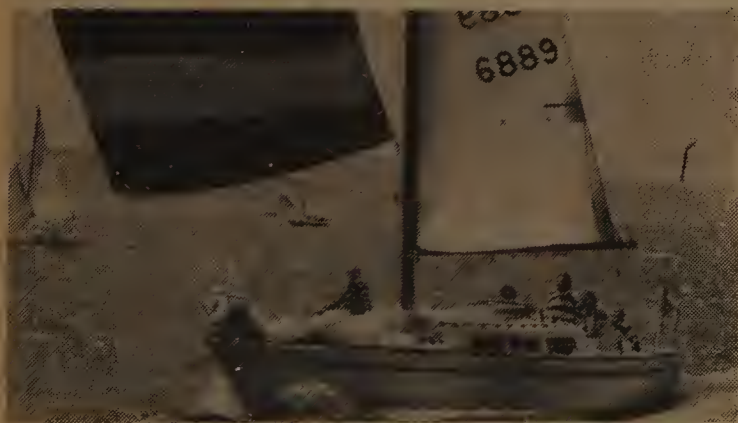
30' Catalina 1979—An excellent example of a popular one design family racer/cruiser. Very low usage and outfitted for short handed sailing with roller furling headsail and lines led aft. Equipped with a dodger, wheel steering, Lewmar winches, Danforth anchor, and much more. Call for full inventory. **\$36,000**



31' Mariner 1970—Excellent example of Far East craftsmanship. Full keel, ketch rig. Equipped with Bendix autopilot, Perkins diesel, pressure water, Avon inflatable, knotmeter, windpoint, windspeed, recording depth, VHF, RDF, 2 mains, 170% roller furling, genoa, 100% jib, spinnaker, mizzen staysail, mizzen, generator, refrigerator & more. **\$45,000**



27' Santana—A very clean family owned 27 footer that has cruised the bay & delta for the past 8 years. Equipped with a club-footed jib and 150% genoa, VHF, 110 volt shorepower, anchors, safety gear and delta awning she is ready to give a family instant joy. Come sail her for yourself. **\$15,500**



Sistership

30' Newport MK II—A Mull designed winner which has become a topnotch racing and social fleet. Stiff and fast, this boat offers a club jib for cruising plus complete racing gear & sail inventory. Well maintained. Folding prop, new CNG stove, new internal halyards. Enjoy the best of competition or cruise single handed with ease. **\$37,500**



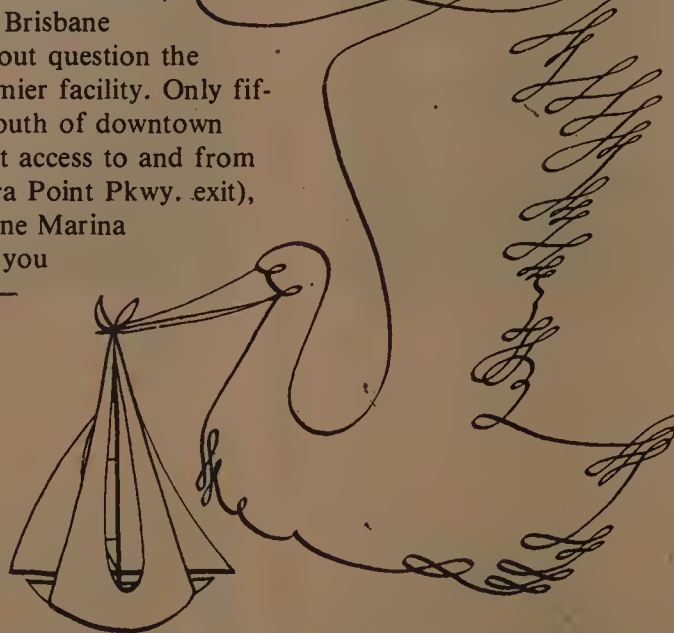
30' Contest—Built in Holland to a traditional interior design with African Mahogany varnished interior. Her underbody is a modified full keel and skeg rudder. Roller furling, accommodations for 6, chart table and quarter berth make her an attractive vessel. Quality construction throughout make her an excellent sailer and off-shore vessel. **\$24,500**

**1220 BRICKYARD COVE ROAD,
POINT RICHMOND, CALIFORNIA 94801**

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Berth Announcement

Built by boaters for boaters, the brand new Brisbane Marina is without question the S.F. Bay's premier facility. Only fifteen minutes south of downtown S.F. with direct access to and from Hwy 101 (Sierra Point Pkwy. exit), the new Brisbane Marina has everything you could ask for — including no waiting list. For more information, call 583-6975.



BRISBANE MARINA

Looking for Blocks? Look to Nicro/Fico.

At Nicro/Fico we have steadily expanded our line of blocks to now include 12 different series ranging from the small Mini-Glide Series (ultimate strength 1000 lbs.) up to the large Runner Blocks (ultimate strength 16,000 lbs.). In addition we offer a series of Light Stainless Steel Blocks with ultimate strengths up to 2000 lbs.

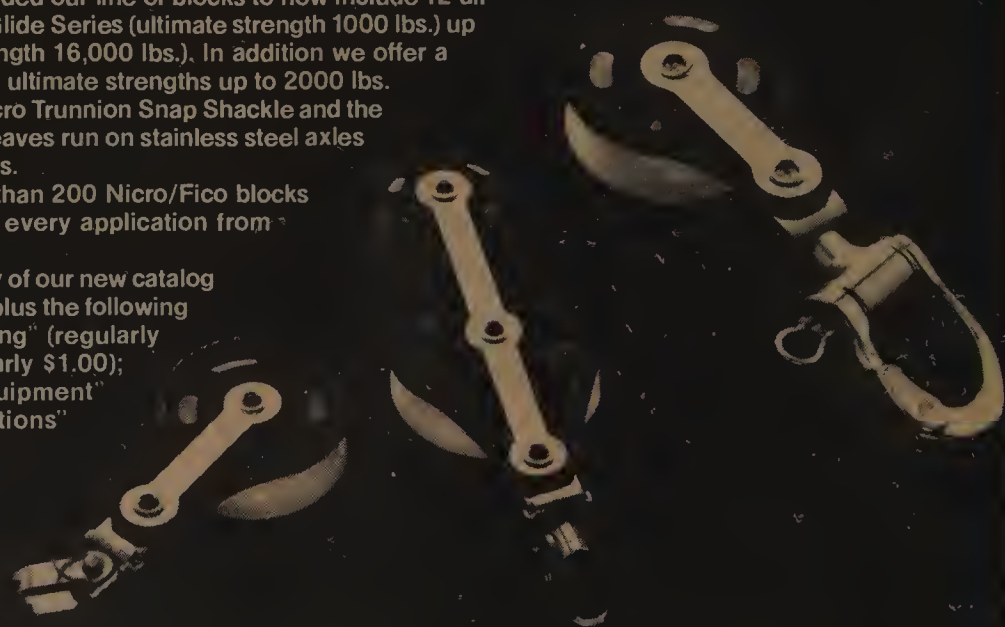
Exclusive head fittings include the Nicro Trunnion Snap Shackle and the Universal 3-way Head. Delrin or metal sheaves run on stainless steel axles with ball bearing and roller bearing options.

Pictured here are just 3 of the more than 200 Nicro/Fico blocks available. There's a Nicro/Fico block for every application from dinghys to maxi ocean racers.

See your local dealer for a FREE copy of our new catalog or send us \$2.00 and receive our catalog plus the following 4 Nicro publications FREE: "Basic Sailing" (regularly \$1.00); "Fitting & Rigging Guide" (regularly \$1.00); "Spinnaker Handling Techniques & Equipment" (FREE); "Ventilator Installation Instructions" (FREE).

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In racing it took first in three major handicap regattas; 15 firsts. This easily handled and extremely responsive sailboat allows almost anyone with a minimum amount of capabilities to be race competitive and win!

For cruising pleasure, the Hotfoot features a practical interior with plenty of headroom, four berths, a head, and a standard pull-out galley unit with sink and stove.

A quality equipment list includes Kenyon mast, Barient or Lewmars and Harken hardware.

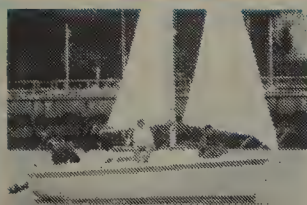
As for design, this was the only sailboat selected by the 1983 Design Canada awards.

Now you can experience a Hotfoot at Cruising World Yachts.

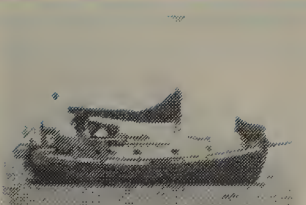


SAIL BROKERAGE LIST

20' Marholm	10,950
20' Flicka	26,500
22' Santana	5,900
22' Pyramid	6,950
24' Cal 2-24	6,900
24' Farr	14,500
25' Nordic Folkboat	9,500
25' Bahama	10,900
25' Ericson	From 14,500
25' O' Day w/ trailer	16,500
25' Pacific Seacraft	From 19,500
26' Columbia MK II	13,500
26' Friendship Gaff-Rigged Schooner	22,500
26' Mull Pocket Cruiser	22,900
27' Buccanar 270	14,950
27' Fin Gal	15,500
27' Vega	24,950
27' Cal	15,500
27' Tartan	22,500
27' Morgan	25,000
27' Chaoy Lee Offshore	26,500
27' Nor' Sea	39,900
27' Orion	From 41,000
27' Nor' Sea Aft Cockpit	44,500
28' Capa Dory	35,900
28' Islander (Loaded)	38,500
28' Spirit	39,500
29' Columbia	21,500
29' Rangar	From 27,800
29' Trintella	31,500
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30' U.S. 305	33,500
30' Tartan	32,500
30' Hunter	37,500
30' Golden Gate	39,900
30' Fisher Pilot House	63,500
31' Ericson	Fr 49,500
Independence	
31' Harreshoff Cat Ketch	54,900
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31' Ericson	35,900
32' Southwind	49,950
32' Islander	From 53,500
33' Alden	22,000
33' Vanguard	29,500
33' Yorktown	33,500
34' Sea Spirit Ketch	45,500
34' Hans Christian	79,500
Cutter	
35' Formosa	35,750
35' Magellan	39,500
35' Ericson	44,500
35' Rasmus	68,500
35' Fantasia	85,000
35' U.S. Pilot House	85,950
36' Angleman Ketch	55,000
36' Frans Maas Standfast	49,500
36' Alden	60,000
36' Freeport Islander	109,500
38' Kettanburg	29,950
38' Farallon Clipper	46,000
38' Hans Christian	From 199,995
Traditional	
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MK II	



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20' Flicka. A very comfortable small cruiser capable of going wherever you wish in style. Two boats available. From \$24,000. Ask for Dave Bishop.



30' Golden Gate. Quality Blue water cruiser built with comfort and performance goals. A must see. Priced to sell at \$39,000.



27' Vega. A Swedish quality. Clean, comfortable, well equipped cruiser ready to enjoy for the season here or anywhere. Only \$24,950.



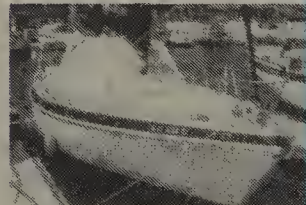
35' US '81. Well equipped yacht with two steering stations, SF Bay. Sail inventory plus much more at only \$85,950. Ask for Gary Helms.



Morr 24' Free with 11 bags of pine-apple sails when purchased with trailer for only \$16,950.



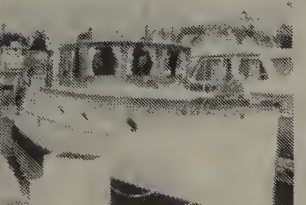
32' Islander '78. In better than new condition. Competitively priced and equipped to go at \$58,500. Ask for Gary Helms.



41' Morgan Out Island. Great live aboard or ocean cruising yacht w/ Mercedes Benz forced air heater. Priced to sell at \$104,500. Ask for Peter Ratcliff.



31' Harreshoff Cat Ketch Built 1982. Univ. Diesel. Unstayed masts, wishbone booms, 3 diag. layers cold-molded Honduras w/2 layers fiberglass. Very fast, stiff, dry, roomy cruiser. At our docks now! Will take sm. boat in trade. \$54,900.



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40' Frans Maas Standfast	159,500
41' Gardan Ketch	69,950
41' Formosa Ketch	82,500
41' Islander	85,000
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41' Morgan O/I	From 104,500
or 4 15	
42' Pearson 424	144,000
43' Hans Christian	From 139,900
Cutter or Ketch	
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Cruising Ketch	
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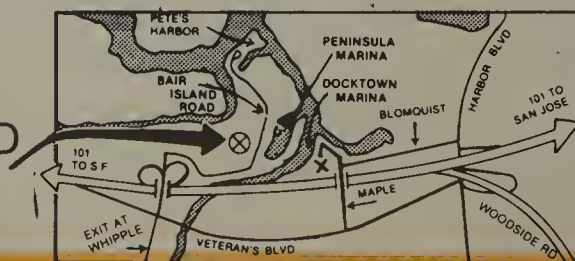
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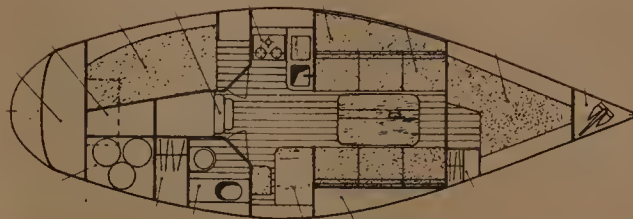
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FIRST 32



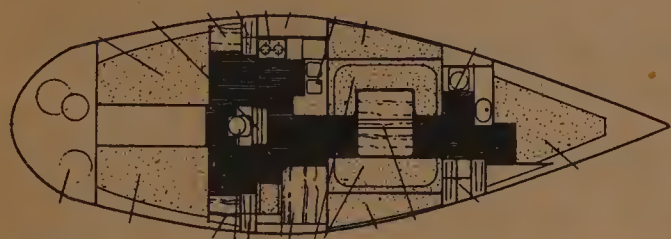
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PHRF 132

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FIRST 38

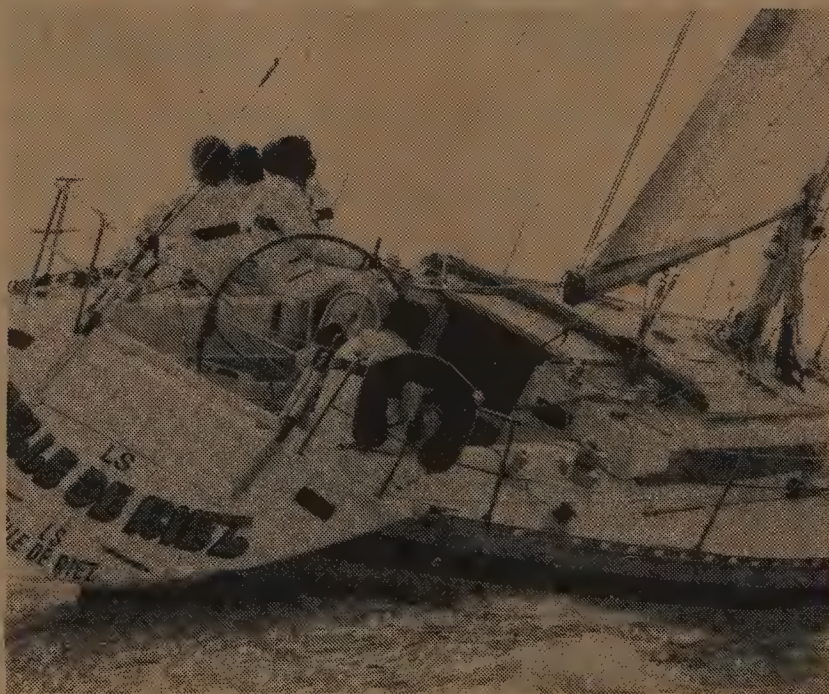


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The deck plan benefits from the experience Beneteau has acquired in ocean racing. Quality fittings are the trademark of Beneteau. The First 38 is the ideal choice for charter with two double, private cabins aft, with adjoining head, large forward double, spacious galley, saloon and forward head. Standard equipment includes 4 sails, Perkins diesel, Lewmar and Goyot hardware, propane stove, refrigeration & more.

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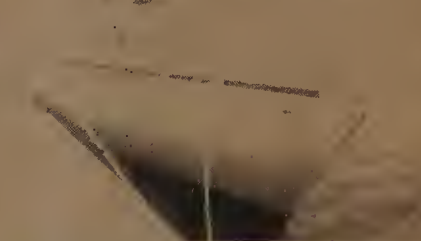
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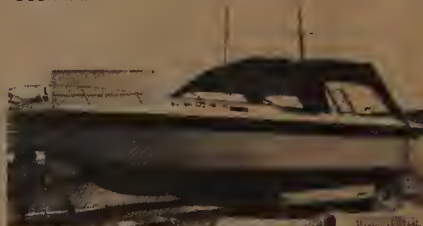
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Dimensions

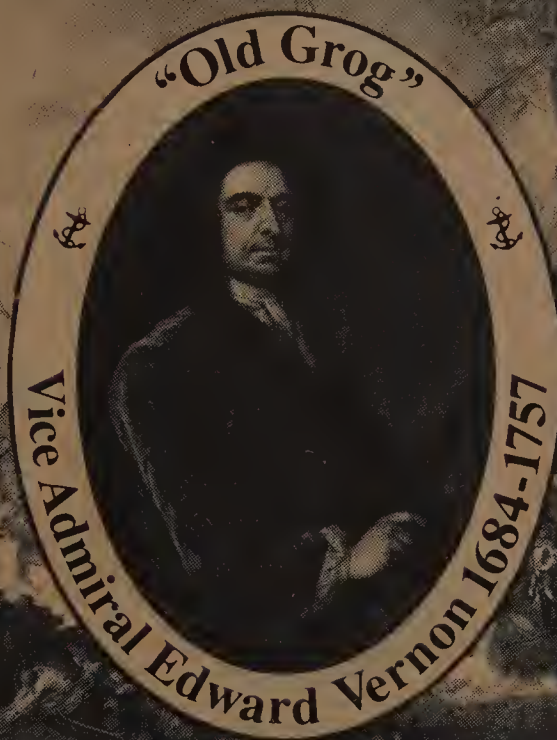
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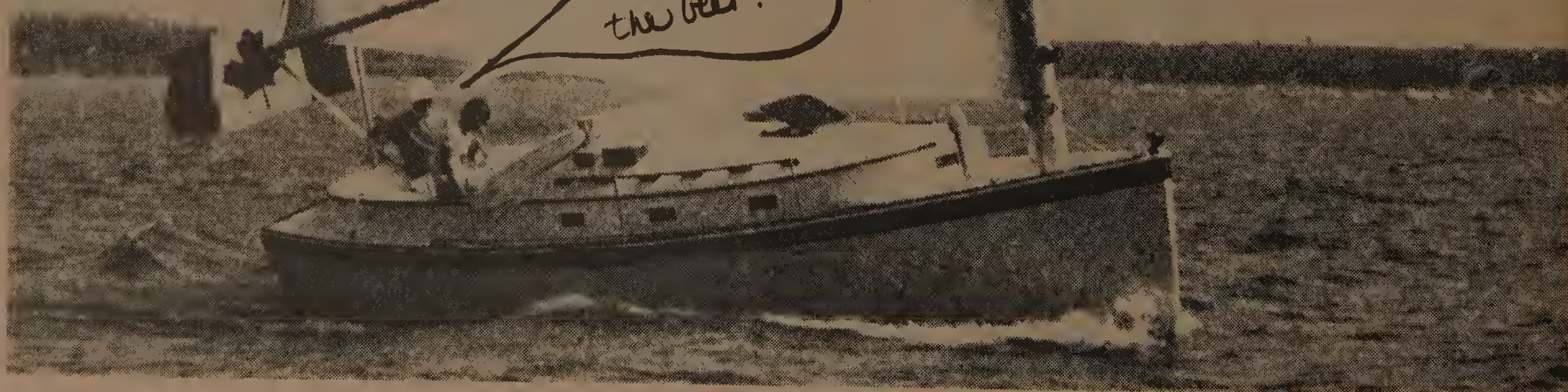
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* A NONSUCH 30 ALSO WON THE 1982 SILVER EAGLE BUT WAS DSQ'D FOR USING A DOWNWIND HEADSAIL, CHEATING

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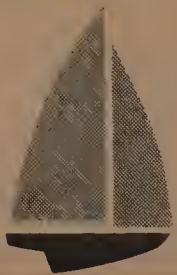
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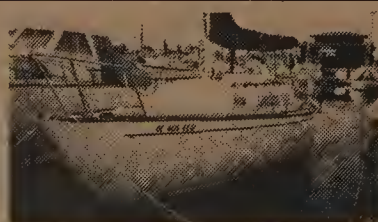
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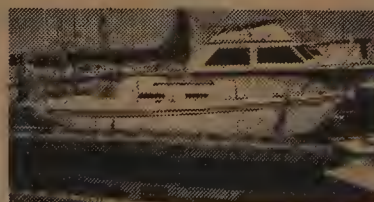
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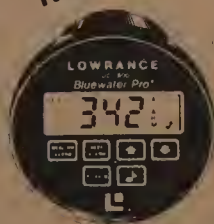
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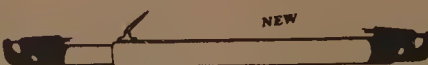
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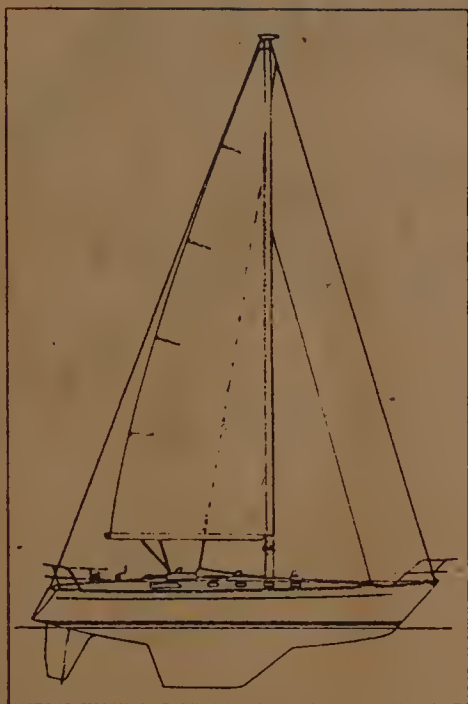
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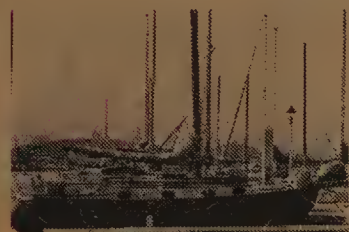


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27' ORION '80 diesel cutter	41,000
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30' BABA '74 diesel cutter	66,500
30' H-28 '65	SOLD 28,500
30' ERICSON '69 sloop	26,500
30' RAWSON (2) from	29,500
30' BRISTOL '67 sloop	33,500
30' SANTANA '76 inboard diesel	35,000
30' ISLANDER '72 sloop	32,500
30' COLUMBIA '72 needs TLC	ask 32,000
32' CHEOY LEE '78 sloop	ask 62,500
32' ERICSON '73 very clean	36,950
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42' ATKINS '81 ketch	Inquire
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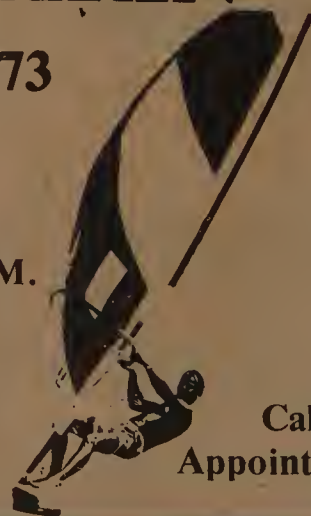
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CALENDAR

Non-Racing

August 1 — The San Francisco Bay Chapter of the Oceanic Society presents "Supertankers — The Ocean's Pipeline", a talk and film show about the giant ships, their cargoes, personnel and impact upon the California coastline. Starts at 7 p.m., Fort Mason Center, Building C, Room 300, San Francisco. 441-5970.

August 1 — Santa Cruz showing of the film, "Coaster — The adventure of the *John F. Leavitt*" at the Loudon Nelson Center. Showtimes are 7:30 and 9:15 p.m. Also on August 2 at the Sacramento Showcase with showings at 5:45, 7:30 and 9:15 p.m. Admission \$4. (805) 963-8548.

August 12 — A slide lecture on Milling Your Own Lumber, presented by Bob Darr, director of the Center for Wood Arts in San Rafael. Find out how to convert locally grown logs into usable lumber for boat building. Also on October 14. 7-10 p.m. Fee \$10. 548-6011.

August 13-14 — Skunk Harbor Overnight Cruise at Windjammers Yacht Club, Lake Tahoe. (916) 544-3190 or (916) 542-1550.

August 13-14 — Offshore Cruising Seminar led by John Neal in Sausalito. Two days of lectures, slides, charts and 100 pages of printed notes. Mahina Cruising Services, P.O. Box 21814, Seattle, Washington 98111. (206) 784-0187.

August 20-21 — The sailing members of the U.S. Power Squadron rendezvous at Treasure Island Marina. A special tour of the Navy and Marine Museum, film of Treasure Island history, and a Saturday evening dinner dance at the Admiral Nimitz Club. (415) 763-2691.

September 7 — Sign-up deadline for Lake Merritt's Adapted Basic Sailing Class. (415) 465-1287 or 444-3807.

September 9-11 — 7th Annual Wooden Boat Festival in Port Townsend, Washington. A blend of classic and state-of-the-art wooden boats. (206) 385-3628.

September 14-18 — Bay Area Boat Show at the San Leandro Marina. Carol Ramey, (415) 436-4664.

September 16-18 — Wooden Boat Show at Lido Marine Village, Newport Beach. Also Brokerage Sailboat Show from September 29-October 2. Lee Gjølme, (714) 673-9360.

Racing

July 30-August 8 — Pre-Olympic Regatta at Long Beach. One year to the Games and counting.

August 4-7 — Santana 35 Nationals at the San Francisco Yacht Club, Tiburon. (415) 435-9133.

August 5-12 — 505 North Americans at the Richmond Yacht Club. Jean Claude, 490-3333 or John Gilmour, 236-2763.

August 6 — Start of the Fastnet Race in England, the final race of the 1983 Admiral's Cup. How will *Scarlett O'Hara* fare?

August 6-7 — Thank God It's Over Fun Sale and Party, sponsored by Hobie Fleet 20, San Jose. Jim English, (408) 251-2007.

August 13 — 'Round Angel Island Race and Barbeque, sponsored by the International Folkboat Association, with trophies for winners and participators, BBQ and a professional photographer for the race. Henry Hotchkiss, (415) 391-9590 or Terry Manchester, (408) 867-6012.

August 13-14 — Gold Country Regatta at Scotts Flat Lake, Nevada City, CA. One design, handicapped and windsurfing racing. (916) 272-5484.

August 13-14 — Burns 21/Wilderness 21 Nationals in Alameda. Emily, (415) 523-4388 or 523-0173.

August 13-19 — Lido 14 International Championships at Donner Lake. Don't miss the Trout Fishing Derby. Don't miss the bird-watching. William Denhart, (415) 981-4404.



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CALENDAR

August 14 — Arthritis Foundation Regatta at the St. Francis Yacht Club for Knarrs, Bears, IC's and Folkboats. (415) 974-1566.

August 14-19 — Star World Championships at California Yacht Club, Marina del Rey. (312) 729-0630.

August 15-18 — Olson 30 North Americans at the San Francisco Yacht Club, Tiburon. (408) 475-8586.

August 18-23 — U.S. Open 18 Foot World Championships. The Aussie 18's return to the Bay for more thrills and spills. Mike Turner, (805) 682-9696 or Vito Bialla, (415) 332-7111.

August 20-21 — Division 3 Hobie 16 and 18 Championships at Berkeley. Also on August 27-28, Division 3 Hobie 14 Championships, Berkeley. (408) 251-2007.

August 21 — Chinese Junk Regatta at the Sausalito's Galilee Harbor for all boats with a Chinese Junk sail or something that looks like it. Used chopsticks not allowed. Call Mark or Steve at 332-2815 or 332-7068.

August 27 — San Francisco Perpetual Challenge between the St. Francis YC and Balboa YC. The latter will race the Frers 51 Tomahawk. Who will be the Bay's entry? 563-6363.

August 27-28 — Tahoe 50, the longest race on Lake Tahoe. (916) 544-4224.

August 27-28 — Columbia 26 Mark II Nationals in the South Bay. Myles Ringles, (415) 848-1571.

August 27-September 3 — 15th International Knarr Championships, hosted by the San Francisco YC. Entries from Norway, Denmark and the U.S. Saloma Fisher, (415) 435-4653.

August 28 — Fatty Knees World Championships, Marina del Rey. Where plumpness counts. Gary Ryan, (415) 332-3375 or John Hess, (714) 985-1964.

August 28-31 — Mercury National Championships at the St. Francis YC. Al Downey, (415) 428-2401 days.

September 3-4 — Santa Rosa SC Labor Day Regatta at Tomales Bay. Michael Witkowski, (707) 996-1681 or Dan Gurney, (707) 823-1655.

September 3-10 — Maxi World Championships in Sardinia. Taking it to the max.

September 11-17 — St. Francis YC Big Boat Series. When the stars come out on the Bay. (415) 563-6363.

Spring and Summer Series — Ballena Bay YC: Friday night series #2 — 8/5, 8/19, 9/2, 9/16; Summer's Whale's Chase — 8/6, 9/3, 9/17; 365-7306 or 865-6641. Island YC: 8/12, 8/26, 9/16, 9/30; 786-6944 (days) or 521-4780 (nights). Encinal YC: Summer — 8/5, 8/19, 9/9, 9/23; 522-3272 or 932-5005. South Bay No Name YRA: 8/14, 9/24, 10/15; 593-1634. Sausalito YC: Sunset Series — 8/2, 8/16, 8/30, 9/13, 9/27; Laser Series — 8/11, 8/25, 9/8, 9/22; 332-7400 or SYC, Box 267, Sausalito 94966. Golden Gate YC: Friday night series — 8/5, 8/19, 8/26, 9/9; 822-5655 or 346-BOAT; Wooden Boat Series (IC's, Knarrs, Folkboats, Bears) — 8/10, 8/17, 8/24, 8/31; 285-3952 or 922-1053 (messages). Monterey Bay YRA: 8/20, 10/15; MBYRA, Box 3284, Carmel 93921 or (408) 424-2525. Sausalito Cruising Club: 8/12 (8/19 make up if needed); 332-9349. Corinthian YC: 8/5, 8/12, 8/19, 8/26; 668-4155.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

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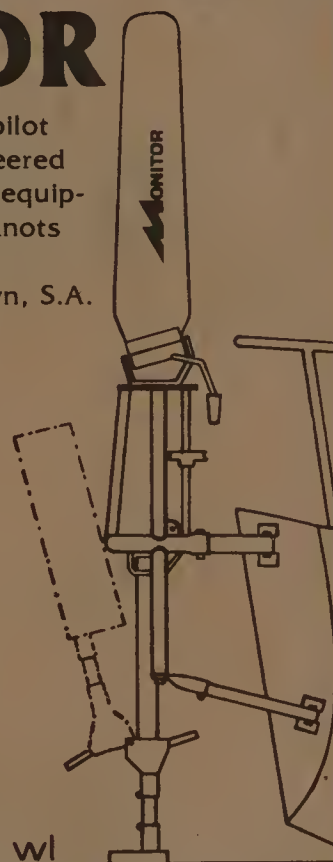
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Mark Schrader, Christchurch, New Zealand

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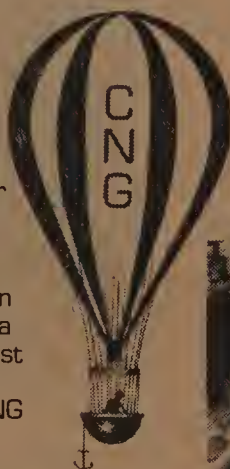
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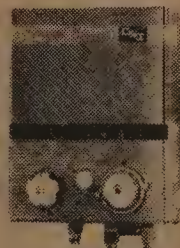
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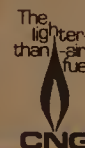


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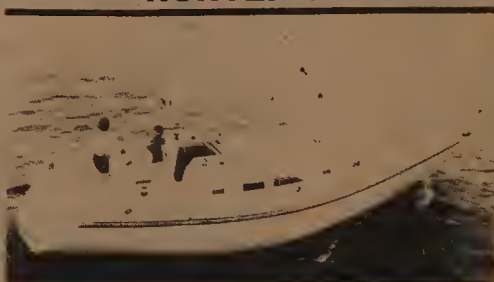
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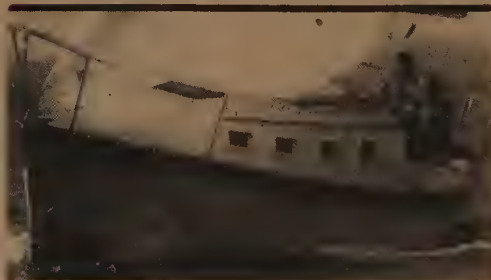
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WHAT'S NEW

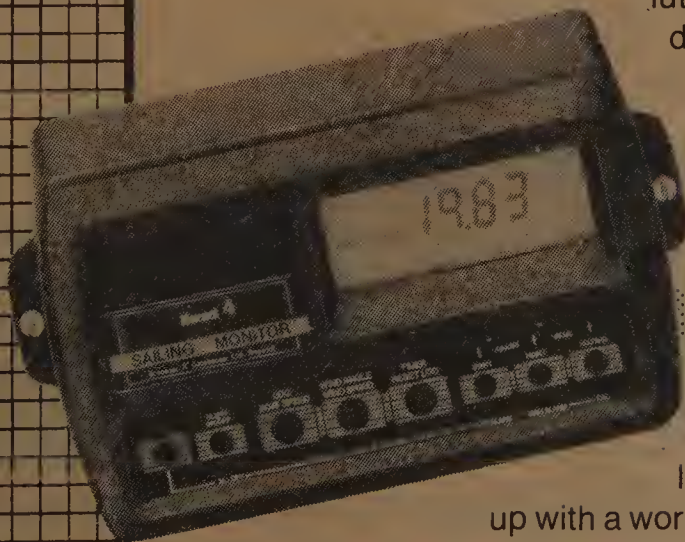
New from **TRIMBLE** . . . makers of the ultimate lorans. The **TRIMBLE 200** . . . the best loran your money can buy! A high quality navigational instrument, designed for years of trouble-free use. 100 waypoint capability, full navigation computer, pinpoint accuracy, and super sensitive receiver are a few of the many features that make this easy-to-use loran the choice of quality-conscious sailors. Buy a good loran once and be done with it! The **TRIMBLE 200** is a loran that's a pleasure to use and one you'll be proud to own.



New! The **RAYTHEON 1200 PATHFINDER RADAR**. At last, a small boat radar with a quick-disconnect display and small, low-windage dome. Radome is only 24" in diameter and weighs a mere 21.5 lbs., yet its 3kw of power will detect targets from 30 yds. to 12 miles. The small 15 lb. display uses a 9" diameter "raster-scan" type, high-resolution display that allows for daylight without a hood.



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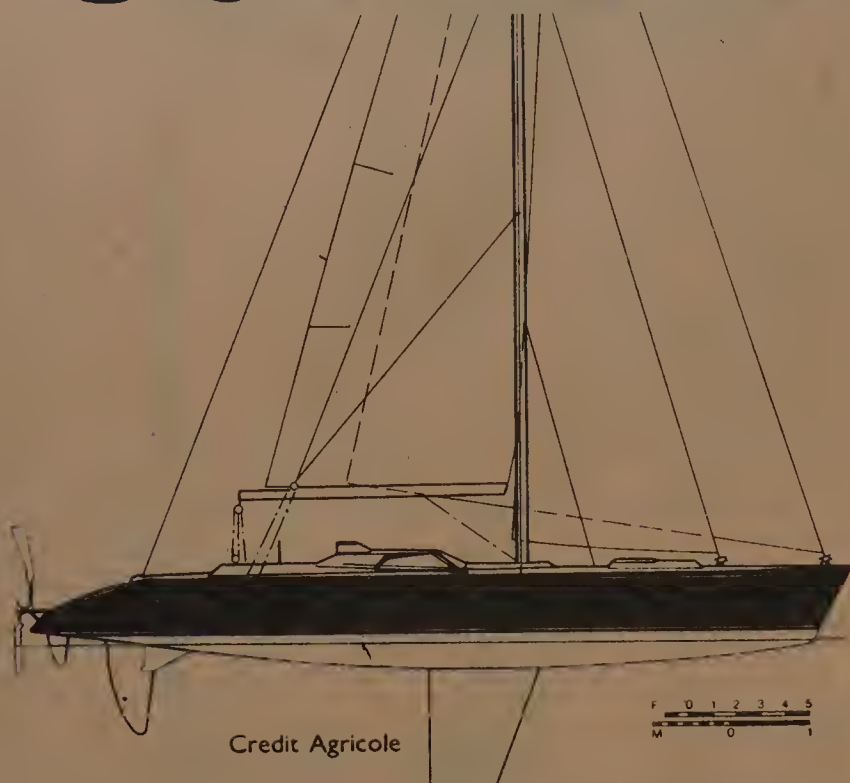
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LETTERS

□ CLARIFY AND ENHANCE

In an attempt to clarify and possibly enhance the pleasure and safety of cruising, I respectfully submit this response to your comments regarding the letter "Many Matters on Mind" [Volume 73].

Each country's amateur radio operator permit allows one to use his radio equipment on shore as well as in the territorial waters. This means, of course, that you could use your hand-carried 2 meter and utilize the repeaters that may be available in the respective countries.

The American Radio Relay League, Inc. can furnish the requirements for each country in order to apply for your permit. Send your request with a S.A.S.E. to Naoki Akiyama, International Service Officer, Administrative Headquarters, Newington, Connecticut 06111.

If you consider the requirement of foreign permits as petty and resent the fulfilling of each country's requirement, continue to be jubilant since you can use your rig in international and territorial waters of the U.S. and Canada.

In regards to the Nicaraguan incident, a skipper who cruises without being able to determine approximately by dead reckoning where his ship is, and doesn't make use of the appropriate charts, coastal pilot and sailing directions in doing so, shouldn't have a crew onboard since he's placing them in jeopardy.

While SatNav, RDF, radar, and Loran C are handy, they should be regarded as accessories to one's library of navigation material. Anyone going cruising without the basic knowledge of coastal navigation is a fool, and should take off without a crew.

While you possess the right to disagree and not publish what I have written, for the record, you shocked me with the information that was presented in your response to Buz Sanders letter, "In the Interest of Safety Afloat". I was reminded of an incident that occurred during a flight from Puerto Rico to Antigua. The flight was smooth and we landed in the dark of a black, moonless night at Antigua. The flight apron was dimly lit and as our luggage was sorted out it appeared that all of it was the same color. Upon entering into the brighter light of the custom clearance room, we were aghast to see that everyone's luggage had been sprayed with dark blue paint which was still dripping. In bewilderment we learned the cans of paint — which had been in the unpressurized cargo compartment with our luggage — had exploded in flight and sprayed their dark blue contents in all directions.

The irony of this incident was revealed when we learned that the paint was part of a shipment to the *Windjammer*, on which we were to be sailing.

In the interest of safety in flight, one should assume that cargo compartments *aren't* pressurized, and that improperly designed containers of liquids or gases may explode under conditions of reduced atmospheric pressure.

It is difficult to understand how your propane cannister was able to pass through the security check. In reality it could have been a bomb.

Irving Rubin
N61EU
Marina del Rey

Irving — You'd better be careful using the word "bomb" with airline personnel. Apparently you made so many calls to Mexicana Airlines about this matter, and so frequently mentioned that such a cannister in reality is a bomb, that you scared the hell out of them. They told us they were seriously considering calling the FBI. We hope you're not in jail!

□ CLEARING THE AIR

We were both surprised and hurt to read the facetious comments

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LETTERS

about Old Blue "stalking the *Pride of Baltimore*". There are several issues that need clarifying and further explanation.

First off, the Blue & Gold Fleet, a company with many sailors in its employ, was hired by *The Pride* as their press boat for the race between the *Wanderbird* and *The Pride*. So naturally Old Blue stayed close.

Secondly, the Blue & Gold fleet extended every possible courtesy to *The Pride* for the four weeks that she was docked next to us at Pier 39. We warmly welcomed *The Pride* to San Francisco, supplying both a press boat and a pilot when she arrived. During their stay we became good friends. We forwarded their mail and messages, shared our workshop and tools, and exchanged many sailing stories.

In closing, we apologize if we interfered with anyone enjoying the spectacular race. We were perhaps a little overzealous in trying to provide *The Pride* with some good P.R. which is vital to their survival.

Roger Murphy
Vice President
General Manager
Blue & Gold Fleet

Roger — We're sure you were great to *The Pride*, our only concern was the reckless jockeying of all boats trying to get a better look. It's a wonder there wasn't a serious collision.

MYSTERY NO LONGER

I just finished reading Volume 73 and the article on page 92 about the 65-ft schooner *Etesian*. I can't figure out why the owner has Coos Bay, Oregon painted on his transom. Will his boat be here in Coos Bay for awhile? If so the tourist industry should just about double. The small boat basin in Charleston is currently being deepened to 17 feet so *Etesian* would have no problem staying on an even keel during a minus tide.

From Coos Bay, Oregon, "the world's large lumber shipping port, where the wind constantly blows and only the tourists suck".

C.F. Cooke
Coos Bay, Oregon

C.F. — Boats frequently have hailing ports that they never go to, nor are they required to. One of the best examples was David Cuckler's 58-ft *Hawkeye* which won a Big Boat Series showing a hailing port of Monticello, Iowa.

ISN'T IT BEST TO LEARN FROM MISTAKES

I am appalled that you would admit to violating the laws of almost every country in the world as well as the rules of every airline by transporting flammable liquid in your luggage on an airline. You jeopardized the safety of the aircraft and all her passengers and crew. It was just such a stove that destroyed a 747 a few years ago in the Middle East, with the loss of hundreds of lives.

I am sure it was only the laid back attitude on the part of most Mexican air-crews that prevented you from being arrested and jailed on the spot. Properly, you should have been.

I am further appalled to read that you are still not sure how safe such a device is on a boat or plane. Did your experience tell you nothing?

You are indeed lucky to be alive and enjoying your freedom.

Jack Edinger
Mill Valley

Jack — We're appalled that we made the mistake, but not that we



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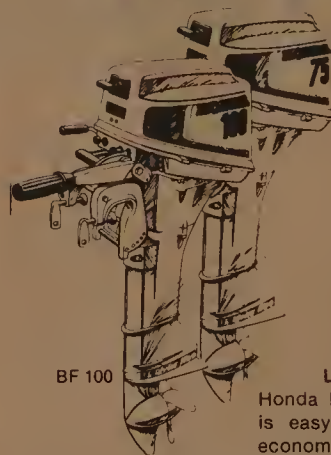
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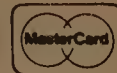
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LETTERS

admitted to it. We published our error with the specific purpose of alerting others to the danger.

Perhaps we should have been arrested, and we fully expected to be. But you're not suggesting we should have remained silent and left the plane in jeopardy — are you?

While it may have been "such a stove" that destroyed a 747 a few years ago, it was a much different situation. In that case the stove was lit and inside the cabin of the aircraft.

A spokesman from Mexicana Airlines told us that there never has been an airline accident attributed to the carrying of such cannisters. Which is why she believes airlines don't make that big a deal of warning passengers against it, and why only one airline in the free world checks baggage going into the cargo compartment.

Part of our reply last month was an uncaught typo; we know such cannisters do not belong on airplanes. Later in this Letters column a marine surveyor will advise they don't belong on boats, either.

□ CATHARSIS

On July 2nd I was headed out the Gate with a funeral party on-board. In order to get my sad group of flatlanders out and back in a hurry, I was hugging the Cityfront to avoid the flood. Off the St. Francis I unintentionally sailed through the middle of the Laser Slaloms. Bad form. My apologies.

Josh Pryor
Ruby

□ OUR LIFE FORCE

I was pleased to learn of the existence of the Farallon Foundation [The Nuclear Seas Movement, Volume 72], and their efforts to keep us informed of the decision-making going on in Washington, D.C. Without the dedication of these concerned individuals and other similar groups, most people would seldom hear of the decisions being made which effect our oceans, let alone have a chance to voice an opinion.

Two other organizations which keep the people informed and work towards protecting our oceans are The American Cetacean Society and The Cousteau Society. The ACS is devoted to the protection of Cetaceans (dolphins, porpoises, and whales), but they are also concerned with protecting the ocean environment. The Cousteau Society continues its world-wide research of our planet's water systems. Jacques-Yves Cousteau remains a vital force in persuading leaders of the world to conserve our oceans.

Both organizations are concerned with education, research, conservation, and influencing national and international policies. They can do this only with our support. The ocean is our playground and even more important, our life force. Let these people hear from you: The Cousteau Society, Inc., The Cousteau Society Membership Center, 930 West 21st Street, Norfolk, Virginia 23517; The American Cetacean Society, National Headquarters, P.O. Box 4416, San Pedro, CA 90731.

Sue A. Dippold
La Paz, B.C.S.
Mexico

□ CURRENT NOTES

Having cruised the rivers and the Delta for 35 years on a 33-ft sailboat and the last 20 years on a 45-footer, I have current notes for the sailor.

Petaluma River: The entrance from the Bay has many low spots even in the channel. Petaluma Harbor is completely filled in — don't even try it.

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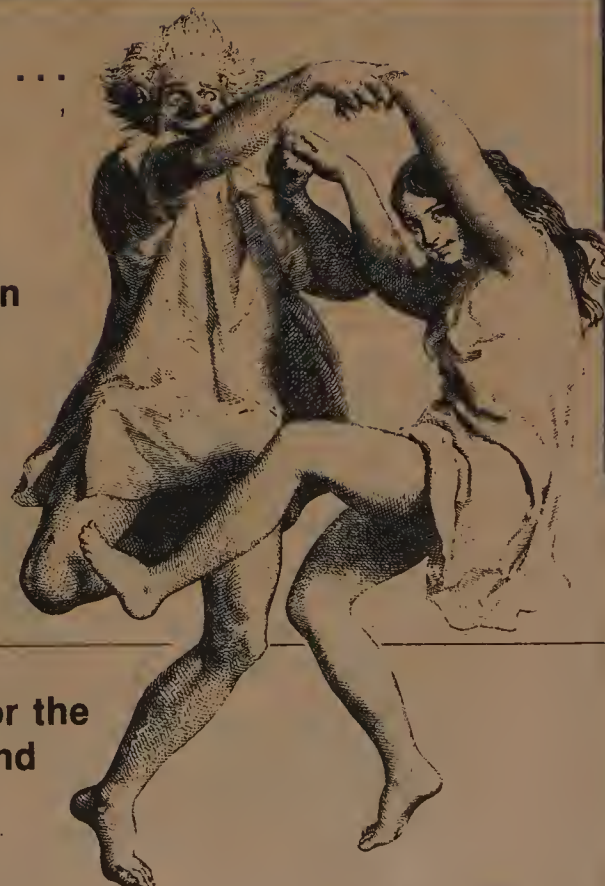
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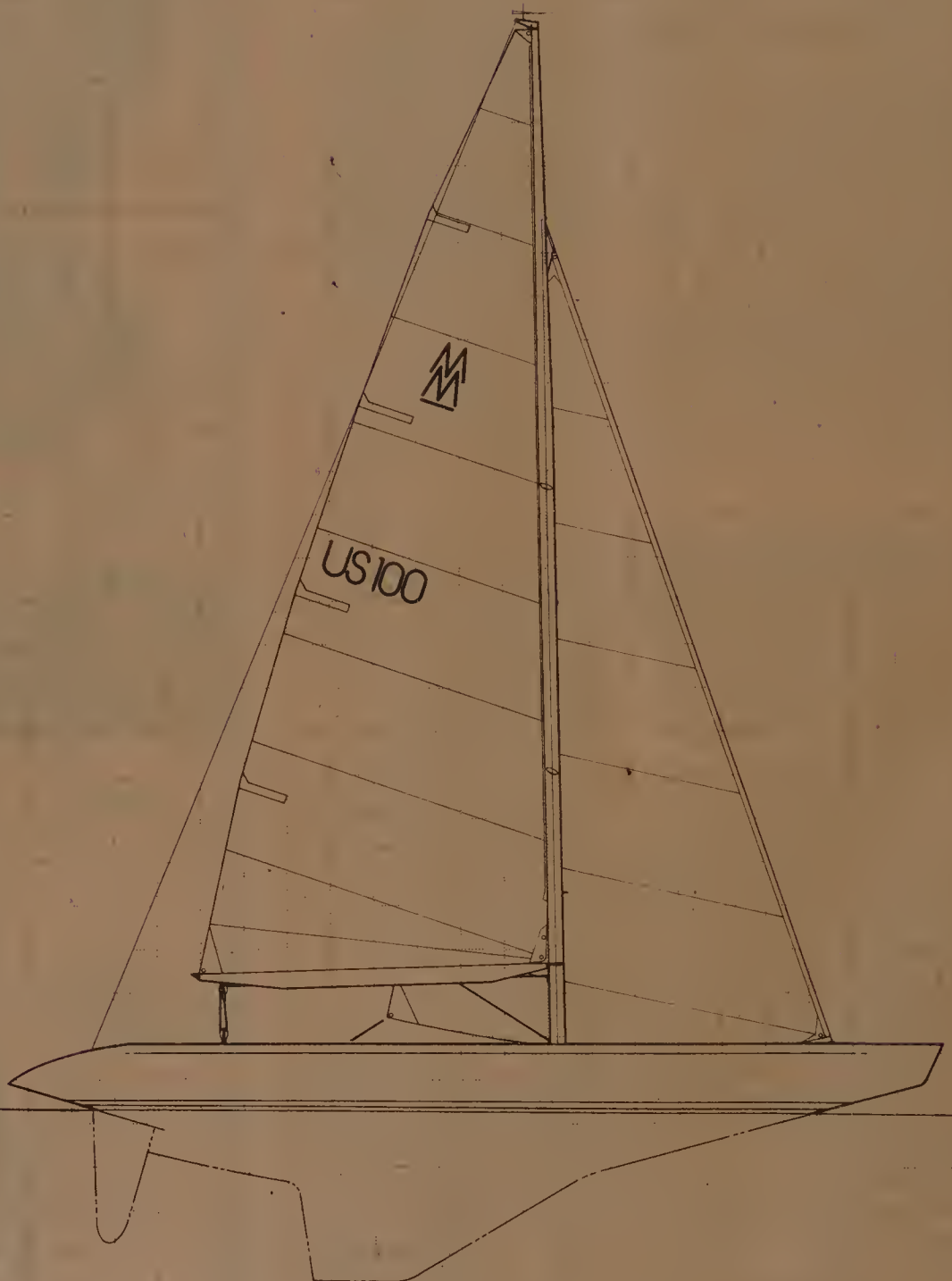
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LETTERS

Napa River: Mare Island Bridge opens with one long and one short signal, but will not open weekdays during the workers' commute hours, which are 6:45 to 8:00 a.m. and 3:35 to 5:00 p.m. There are no openings after 10 p.m. unless two hours advance notice is made. Weekends have normal openings.

Napa Valley Marina (the only marina on the river): We made three phone calls to be sure we had a dock space for a few days, and were assured we would be directed to a space. We arrived at the appointed time and there was no space at the gas dock — which is in need of much repair — as there were boats tied up there which weren't even waiting for gas. (There's no diesel). After going round and round tooting our horn, we went back into the river and tied up to a public fishing dock in front of Moore's Restaurant. Here we were informed we could not stay overnight as the Sheriff closes the area at 10 p.m. — and there are no cleats on the dock. Trying to reach Albert — the owner of the Marina — by phone was useless. We found another dock where we were permitted to stay for \$5 a night with no water or power.

Continuing up the Napa: Just beyond the new highway bridge there is a dead-end slough which is quite pretty. There appears to be ample water in certain places, but sounding it with a dinghy was not too effective. It would appear a good place only for smaller sailors. However there is a water ski course in one part and beyond that a low-level powerline, so stay closer to the entrance.

Pittsburg Marina on the way up the Delta: This has filled in so much since it was first opened that I would advise any sailor with any draft to avoid it. The old marina has been dredged, but there are no spaces available since the gas dock has been abandoned. Therefore smaller boats needing a break should anchor over near the entrance to Montezuma Slough on the Sacramento River.

Harris Harbor: This is very tough to find with a lot of wind. It's shallow at the entrance so don't try it at any low tide.

Glen Cove: The entrance is very shallow so don't try it at any low tide either. I found that I was deflected towards the rocks which are on the right side on entering.

Vallejo Harbor usually can accommodate an overnight stop and is the safest when you're in a bind.

Trusting this will be of some help to the cruising sailors. I hope to save someone the many bad situations I have encountered.

Ray Curtner
San Francisco

Ray — There's a lot of conflicting opinion about depths at the various harbors in the river areas. Check the Sightings section for a review.

In regard to the Petaluma River, dredging on the heavily-silted entrance to the river begins on July 25. Nine miles of piping have been layed on the Bay floor to move dredged silt — it's the largest system of its type on the west coast.

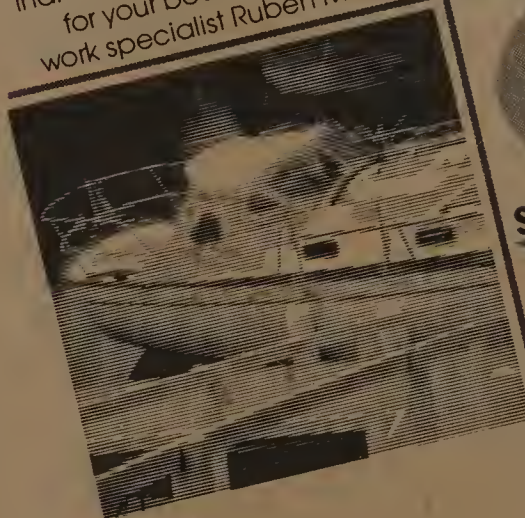
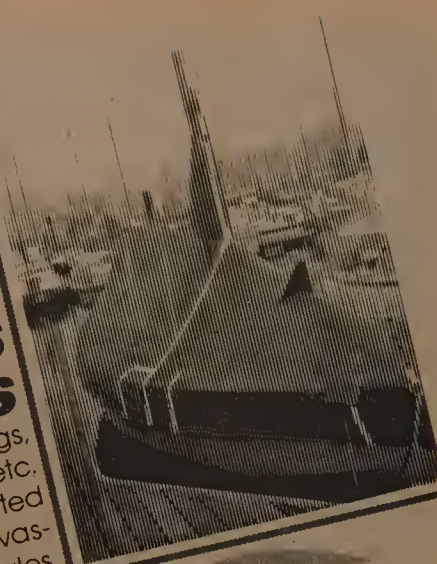
This is part of just the first phase of a project put out by the Army Corps of Engineers to deepen and widen the five-mile reach from the shipping channel in San Pablo Bay to the mouth of the Petaluma River. Currently the river approach channel is only three feet deep at mean low low water and 150 feet wide. When completed, it will be eight feet deep at mean low low water and 200 feet wide.

The project is a month late in getting going because the \$2.5 million dredge brought down from Portland was lost at sea last October. She's being replaced by the 170-ft dredge Bobbie J., which was built in New Orleans to replace the one that was lost.

Hopefully this phase of the project will be completed by November of this year.

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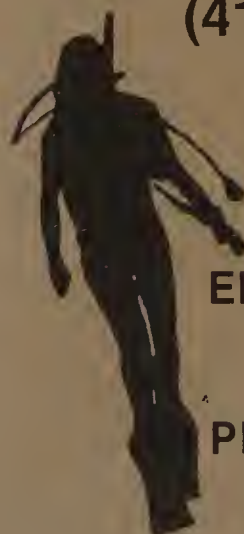
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LETTERS

□ DELTA UPDATE

For the benefit of sailors heading for the Delta in August, we send a small update to your "Delta Guide" in the July issue. You can forget Sue Rowley's suggestions about "marathon swimming parties" and dinner ashore at the Steamboaters at Steamboat Slough.

Because of the unprecedented releases of water from Shasta Dam, the level of water in Steamboat Slough has inundated the beach, the water is freezing, and the current is pouring down the slough at a speed only an Olympic swimmer could breast. Not so good for swimming parties!

As for eating ashore, the restaurant has been closed for three years and shows no sign of re-opening. The dock is still there, but now is more or less converted to a low-and-moderate-income housing project for half a dozen houseboats.

But now the good news — no lights, no loud music, no hordes of motorboats — just lots of peace and quiet. Also most of the old time regulars are moored along the levee to provide the usual "Steamboat" social scene.

Bob and Jane Van Blaricom
Torfin
Tiburon

Bob and Jane — Thanks for the update. We also understand that the picnic facilities and garbage bins at Mandeville Tip are another bit of history.

□ TWAS THE NIGHT BEFORE TRANSPAC

I liked your article on Long Beach Race Week [Volume 73], although I would like to make a correction regarding Salute and Class D.

Bill Twist is an old friend of mine, and I did help put together Salute. But all said and done, she is a Peterson design through and through.

The rest of your article was very much true and somehow we did spend most of the time partying.

Jim Pugh
San Diego

Jim — Thank you for that correction. Our apologies for mistakenly having taken some of the credit from designer Doug Peterson.

□ OKLAHOMA SCHOONER

After cruising for a couple of years in the South Pacific, we are now land-locked (temporarily) and look forward to receiving your enjoyable and informative publication. I keep threatening that I am going to write an article on "How to prepare oneself to end a cruise and re-enter this world — without losing your mind!"

Mary Miller
Tulsa, Oklahoma

Mary — Do it!

□ MARTINEZ MALIGNED! BRING YOUR HORSE!

We rely on the accuracy of stories in *Latitude 38*, but the "Delta Gateway" article in the July issue had a great deal of misinformation. As a resident and a berther at Martinez, I feel maligned and wonder if the author has even been to the Martinez Marina or the city!!

1. Dredging is nearly completed at Martinez. The entrance is dredged as are the docks leading to the guest piers. But, aside from that, any competent sailor checks the tides and currents prior to sailing, so not recommending Martinez as a place to stop is hogwash!

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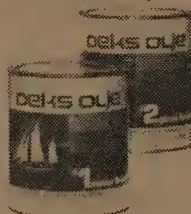
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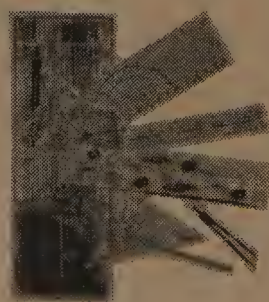
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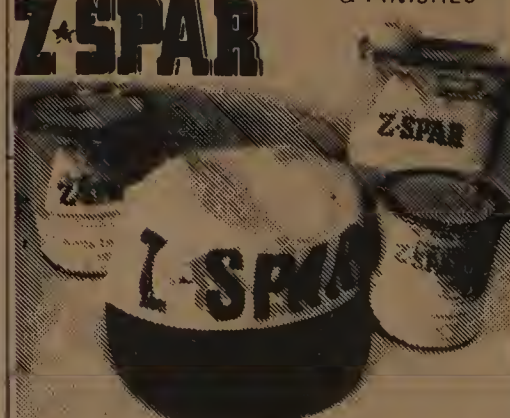


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LETTERS

For years Martinez has been a midway point for stopping over from the San Francisco area, but new boaters may mistakenly take the advice in the article and miss out on a great place.

2. That "food and chow require a moderately long walk into town" is another total mis-statement! The Albatross restaurant is just a few yards from the main dock. Repeat: I can't believe the author was ever in Martinez.

Walking into town is a pleasant experience. In about ten minutes, you can walk through the Waterfront Park, which has ample picnicking facilities, play areas, bocce ball courts, baseball diamonds, and horse arena facilities. Cross the tracks at the railroad station — which is being renovated and is starting to look super — then you are "downtown", where Italian, Creole, Chinese, and Mexican restaurants are within about three blocks of each other. There's also hot dog and sandwich shops.

We in Martinez love sailing on the straits and also love sharing our town and Marina with visitors. Sail in and share the beauty!

Ginger Ogden
Stormin'
Martinez

Ginger — What Albatross Restaurant?



I don't see nothin'!

Okay, Martinez was maligned — but only partly. There certainly is a restaurant by the waterfront now. Our nitwit publisher — who indeed hasn't stopped in Martinez since way back when you did have to walk all the way to town for chow, — is the individual responsible. When he saw there was no mention of a restaurant in the original manuscript, he stuck in the comment that there wasn't. He's undergoing shock treatments now so that he'll no longer rely on dim and dated perceptions of things. Our apologies to you, Martinez, and the Albatross Restaurant.

However, the depth at the harbor entrance is another matter. The clinching reason Lynne Orloff-Jones felt she could not recommend

LETTERS

Martinez is that Panacea, a Sea Eagle 30 drawing five feet, ran aground trying to enter Martinez Marina on June 16. Ran aground while following the harbor supervisor's entry instructions!

If locals can go in and out, then visiting boats can, too. But we're still not going to recommend it except for boats of moderate draft and at very high water. Except, of course, for the adventurous.

□ A NEW QUARTERLY

I want to thank you for the nice article you had on the Catalina 22 [Volume 72]. I was most impressed with your magazine and how much larger it has grown in size. I must compliment you, I really enjoyed it.

I have enclosed a copy of our new Association magazine, which we are producing quarterly. I thought you would enjoy seeing a copy of it. Our next edition is coming out in a couple of weeks.

Frank W. Butler
Catalina Yachts
Woodland Hills

The "Association magazine" Mr. Butler refers to is formally called the Mainsheet, and is subtitled the "Catalina and Capri Boat Owner's Magazine". The premiere issue forwarded to us is 62 glossy pages and carries a cover price of \$1.50.

Mr. Butler's is one of the biggest success stories in boat manufacturing. Years ago he started Coronado Yachts, which he eventually sold out to a major corporation. He later founded and continues to run Catalina Yachts.

Although we don't know for a fact that it's the case, we've always perceived his business strategy to be running a lean operation while offering a product that gives a lot for the money. (In other words the exact opposite of government.) Whether this impression is accurate or not, that general philosophy has been the guiding light of Latitude 38.

□ VIENNESE SAILOR ADMITS ALL

Ernest Belden's intuition sliced through my thin West Coast veneer like a hot pastry fork. Nearly 27 years ago I went for my first sail on the "Old Danube". On that day, with the help of a steel centerboard retainer bolt, I neatly sliced off most of the last digit of my right thumb. You could have heard some interesting curses then. I want to tell you though, Ernest, that unlike the fellow Viennese you quote, I do not normally curdle blood lightly.

Couldn't the three of us, you Ernest, Ludwig and myself, institute some sort 'waltzing racing fleet'? Harrumph — are you splendid folks at the magazine willing to donate a suitable trophy for the annual Latitude 38 Strudel Derby?? I propose we sail the series in Santa Cruz. Not only is it closer to Morro Bay, but beautiful Jana of Clock Bistro fame there bakes an apfelstrudel that will melt your heart and curl your topsiders. Wishful thinking alas, since, although delayed, I am still planning on being gone soon.

A serious topic. As I read Hal Rogers' letter in the July issue — about the negligibility of nuclear waste — I was reminded of my 1975 visit to Vienna. Emotions were running high that spring. Austria was to have a referendum on the building of a new nuclear power plant in a fairly populated area of the country. Chancellor Kreisky (Kaiser Bruno) declared that if the people were to vote the plant down he'd resign from his job — thus throwing his considerable political clout as well as his personal popularity into the fray.

What impressed me most about the whole thing were the public debates on TV. We saw eminent nuclear scientists pitched against each other. It seemed that they were fairly evenly divided into pro's

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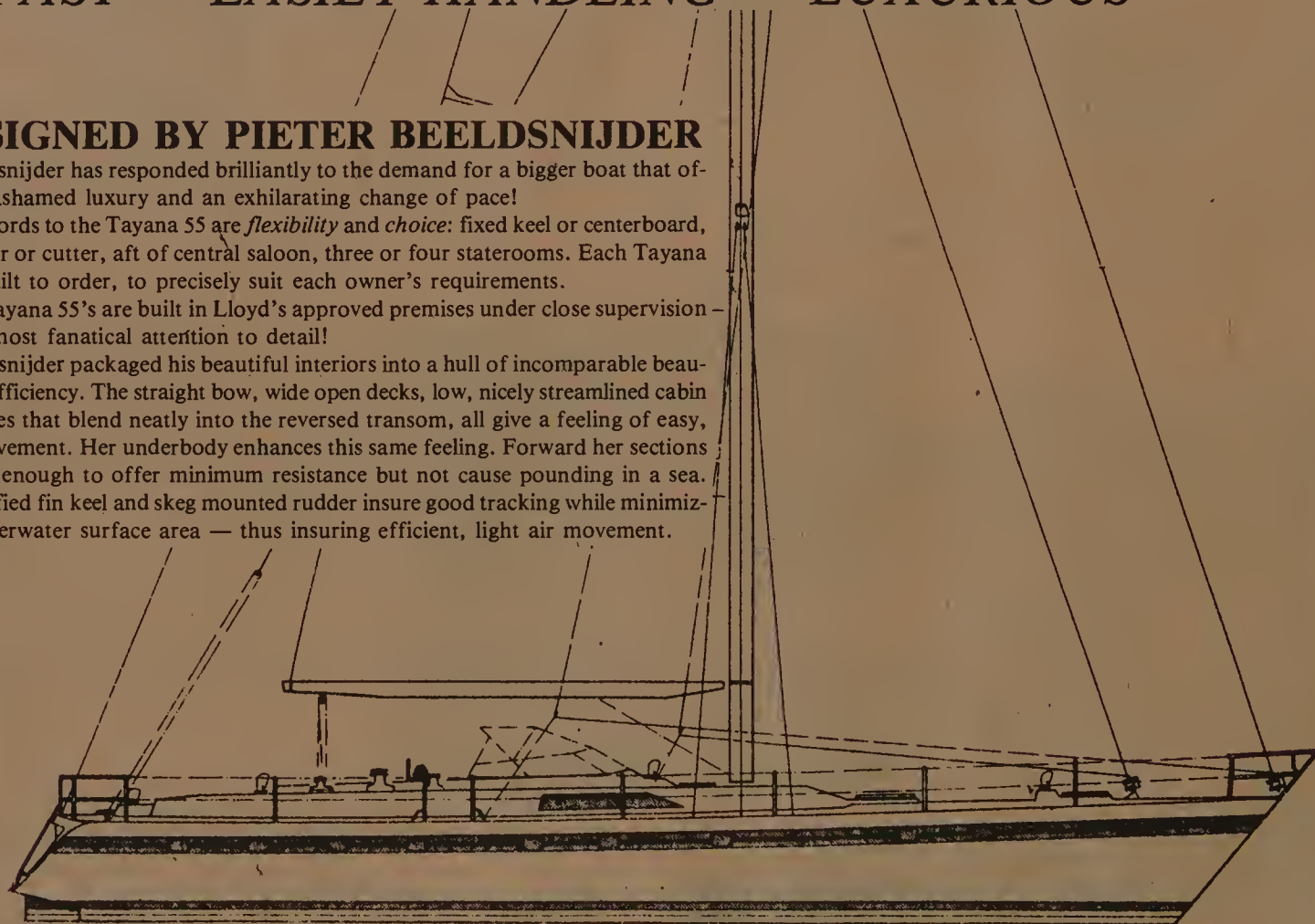
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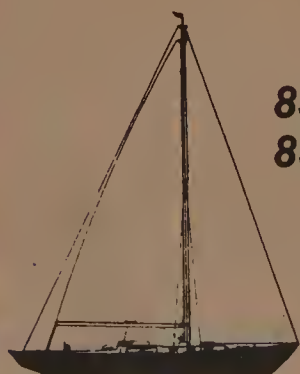
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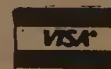


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LETTERS

and anti's.

Not knowing enough about the subject matter, it still appeared to me clearly, as it did to most everybody else watching, that the anti-nuclear power scientists scored their most telling points when it came to the waste problem. The pro's either tried to ignore the subject or gloss over it. But they did not sound convincing.

I remember thinking: 'Hell, if these bigshot experts are divided in their opinions, who am I to believe blindly that nuclear power is okay?' Since then I have felt a deep appreciation. It increases each time I hear someone *uncritically* touting atomic power as progress and nuclear waste as harmless.

The fear of — even a remote possibility of — something going wrong with nuclear power and its leftovers was never more perfectly expressed than in Viennese in 1975: "Wann die Scheisse durch den Ventilator kommt, dann kriegen wir *alle* Sommersprossen!" Roughly, "When the shit hits the fan, we'll *all* get freckles!"

The plebiscite happened, the nuclear power plant was voted down. Kaiser Bruno reportedly said: "Now the country needs me more than ever!" and did not resign for another eight years.

May our freckles, including yours, Hal Rogers, *never* glow in the dark. Good sailing everybody.

Peter Kittel
Tehani
Morro Bay

Peter — Well spoken!

□ 30 DAY WONDER

Since we need to renew our subscription we'll take time to write a few lines. We enjoy your magazine, if we did not we would not send a renewal.

We left San Francisco area during July, last year, and feel some remorse about leaving our friends and relatives. I was transferred to St. Thomas, but could not take the time to sail our home all the way. So we had *Grab A Chance* trucked to Jacksonville, Florida. We sailed to West Palm Beach then across to and down the Bahamas, then to Puerto Rico and the Virgin Islands. We used all my vacation time, some 30 days, and it was well worth it. We were sorry we did not have more time to pass on some of the small cays in the Bahamas.

The time we felt the most concern and self-doubt was when we watched our Sea Star 460 — with all our possessions on board — go down the Nimitz Freeway on the back of a truck. Next time I'll sail the entire way.

I would like to express thanks to the people who especially helped in various ways with our move — West Marine and Fugere Ltd. were great help in selecting and obtaining most of the items we needed for our sail. Peter Jowise for celestial classes, Joule Yacht Transport — there was not a scratch from the trucking of the boat to Florida, Svendsens in Alameda was very helpful, and also many other people gave us assistance. Unfortunately, we don't feel the people in Florida deserve thanks; they took theirs in cash.

Our suggestion for cruisers is to stock up on everything in California. It'll save you time and money in the long run.

P.S. Special thanks to Fred for taking a long weekend trip to Hong Kong and bringing back sails. That's hard to beat.

RC and Sandi Gilson
Grab A Chance
St. Thomas, USVI

□ DEFINITELY FOR PUBLICATION

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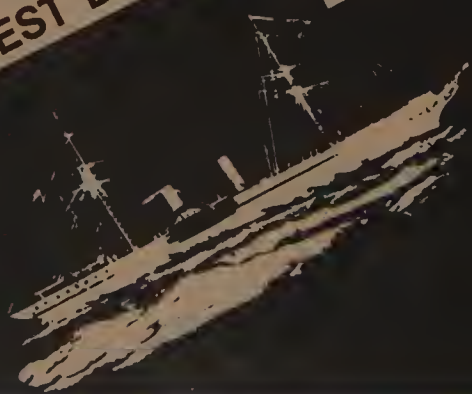
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LETTERS

Okay guys, we didn't make a fuss last year when the Nonsuch 30 got almost all of the credit for "winning" the 1982 Silver Eagle. We *still* didn't make a fuss when skipper Vickland wrote a semi-ridiculous letter [Volume 62] to explain to us readers why he really *didn't* win it (he accused many of us racers of carrying three sails all at once! Of course *we* are rated for these, right?!) I guess I missed his point.

Indeed, Dr. Leute, the owner of our boat, the Esprit 37 Rosy Option, is too much of a gentleman (except when doing "death-rolls" within 20 feet of another boat or mark — *then* he's a very excited incoherent German!) to have responded to it, even though Mr. Vickland's letter was more of a Nonsuch advertisement than anything else (is he a dealer or on commission or something?).

Anyway, the ad on page 60 of the July issue is just too much to bear! So without Dr. Leute's or the rest of the crew's knowledge, I'm gonna take issue with it! There are a few who will stretch the hell out of the "Truth In Advertising" rules, but this one's just plain silly!!!

The ad for Farallone Yacht Sales says, "Watch for our defense of our 1982 title (DSQ) in this year's I.Y.C. Silver Eagle Perpetual July 15-16". Isn't this a little like "Jumbo Shrimp", "Military Intelligence", and "House Ethics"?!?!!

The facts: Mr. Vickland flew a blooper on his Nonsuch (can you believe it!?) on three legs of last year's Silver Eagle. Mr. Vickland claimed he didn't know his PHRF didn't include a blooper. Mr. Vickland got caught, not just by his competitors, but by witnesses, like the R.C. Chairman's son. Mr. Vickland was not disqualified (DSQ) last year. He *withdrew* before he was formally protested and after he had asked for a retroactive six seconds per mile rating adjustment, which the R.C. (his own club) had to deny — much to their credit. This year, I understand, he is rated for a blooper at a loss of six seconds per mile — something around 8.5 minutes for the Silver Eagle.

So, a big fat juicy Brooklyn Cheer to Farallone Yacht Sales, whoever they are. Next time I go around the S.F. Rock, I'll wave!

Chris Clark

Tactician, etc. Rosy Option

(1982 Silver Eagle Winner on Correct Corrected Time)

Chris — We think you've got a good point. Of course, maybe the Nonsuch's do, too; they took first and fourth in last month's Silver Eagle.

□ NEGLECT OF THE NORTHWEST

Thanks for a great mag. I happily pass on my copies.

Two questions. With all the 'things' we gather, I have wondered if taking the big step to living aboard doesn't end up cutting into one's sailing time because it is too much bother to secure for sea? Readers comments?

Also, don't any of your loyal following go north? Mexico and South Pacific are great — true, but so is Washington, Oregon, British Columbia, and Alaska. Let's see more coverage. Also, how about the Channels Islands, a great trip from the Bay Area.

Third and last, thanks to the local sailing clubs and schools for making sailing available to those who can't afford a boat or to take off work for months (years?), especially D'Anna and Olympic Circle.

John Colley
Pleasanton

John — The Pacific Northwest is a great place to sail, but most of our loyal readers prefer to head south, for what seems to us to be several obvious reasons. First of all it frequently requires an extremely nasty 1,000 mile beat to get north; and once you arrive there is

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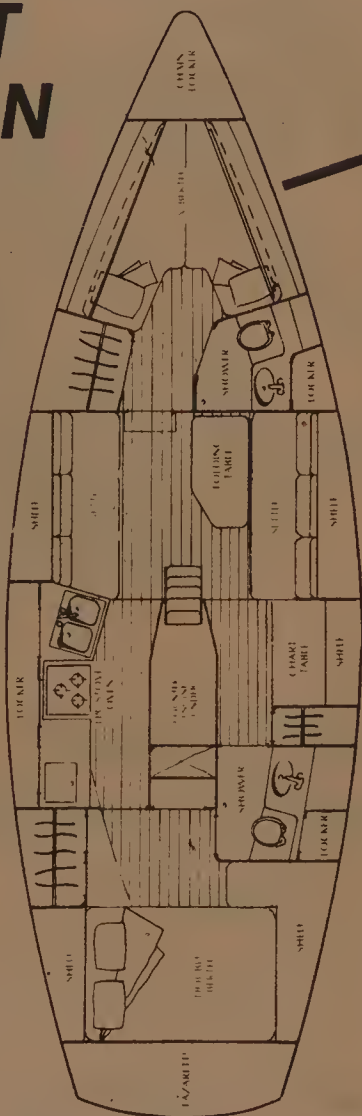
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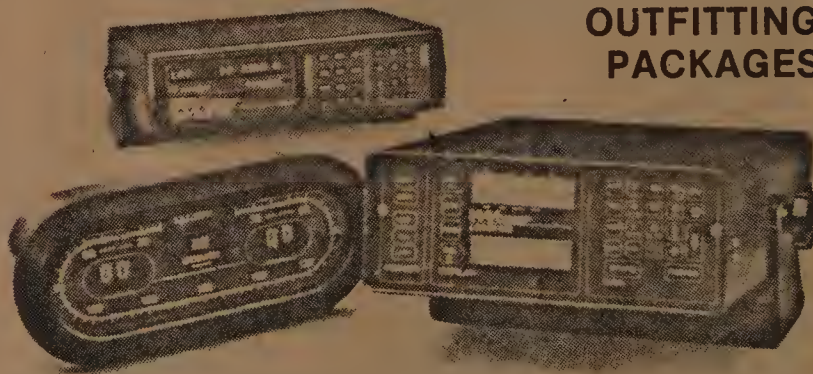
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LETTERS

more fog and less wind than is desirable. And while we've done a bit of swimming in the waters of British Columbia, there are more appealing places closer to the equator.

This is not to say there aren't a lot of great places to visit there. And with ten billion islands, there have got to be more places to anchor than boats to fill them. We hope to show folks some of these spots if we can get photographs to go along with the articles we've got in the hopper.

In the past we've run a number of articles on the Channel Islands. Look for more in the next two months. August, September and October are actually among the very best months to cruise these islands. There's much less fog than in May, June or July; the ocean is warmer; and by July many Southern Californians have hung up their seaboots and have started dragging out their snowshoes.

□ NOT ONE OF, BUT 'THE'

Your covers get better and better. July is one of the best.

Frank DiMarco, Jr.
San Francisco

Frank — Karen Bengtsson is the guilty party. She also did the terrific island illustrations accompanying the TransPac preview.

□ HERE TODAY, GONE TOMORROW

After several years of sailing our Tayana 37, my wife and I have wound up on the beach for medical reasons. The beach in our case is in our trailer in the new R.V. park adjacent to Puerto Escondido in Baja. We consider ourselves permanently located here. We have many friends on boats in the harbor who kindly share their copies of *Latitude 38* with us. Should you ever decide to distribute in Mexico, we would be glad to give copies out to the boats.

I've been following closely your articles on La Paz having to do with problems between the boat owners and the locals. While I personally know the boatowner who protested to the authorities and gave an interview to the La Paz newspaper, I don't plan to join in on that controversy. I've also been reading the positive comments from other boat owners who feel they have been treated well in La Paz.

About two weeks ago a motorhome stopped at our park ("Tripui" — 15 miles south of Loreto) on their way south with plans for a ferry trip to the mainland. A week later they were back in the park, retracing their path back to the U.S. as fast as they could go. They had gone to La Paz and stopped for one night at the La Posada Hotel, which is on the beach next to the Grand Baja. During the night their R.V. was broken into and their money, fishing tackles, some clothes, and gout medicines stolen. While only hearsay, they were told that R.V. thefts were common in La Paz, and the dark street next to the La Posada was often a target. As you probably know, this is the same area of town where the yachtie incidents took place.

I really love being in Mexico and it's painful to hear all these tourist-discouraging stories. But I'm becoming convinced that a real problem is blossoming in La Paz. There is enough unwarranted prejudice in the U.S. against Mexico without adding some real fuel to the fire. I sincerely hope the Mexican authorities take strong positive actions to slow down the thievery — whoever the thieves are.

Norm Demain
Loreto, Baja California Sur

Norm — We're not familiar with the R.V. scene in Mexico. Our boat, however, was down there all winter, and only one person we talked to mentioned that he thought there was a problem with Mexicans stealing. Americans stealing from fellow travellers was a more



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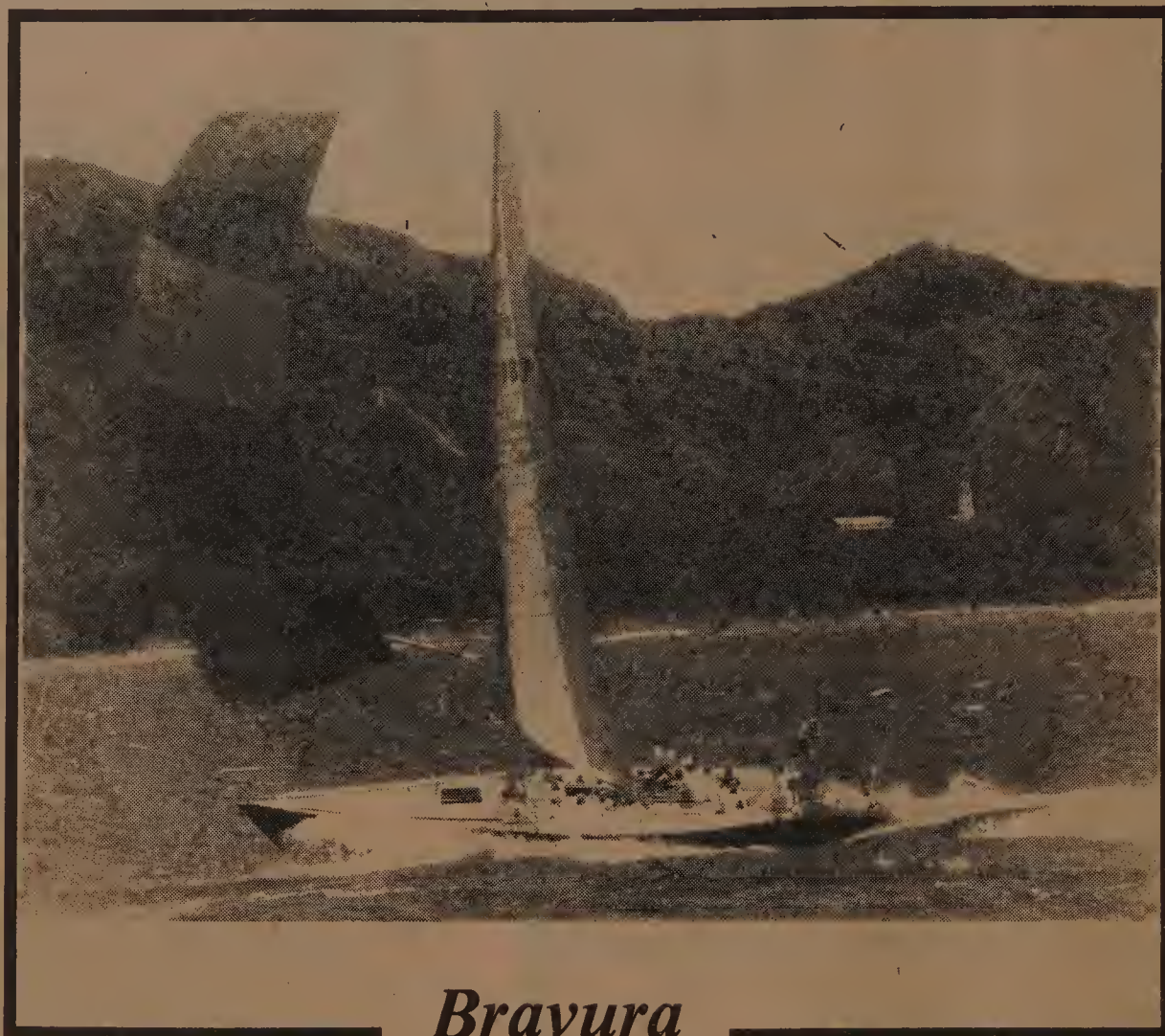
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LETTERS

common complaint in Mexico. Everyone hopes this will diminish, but it's a problem Americans have greater control over than do the Mexican authorities.

□ GO AHEAD, BORE US

Let me join the enlightened many in saying that *Latitude 38* is the greatest magazine of the modern time. I will not bore you with adulation, but Max Ebb and columns about specific boat designs and specific boats are especially appreciated.

I would also like to join those who encourage you to do a feature on sailing clubs/charters. There are apparently a lot of sailors that depend on clubs and charters for a boat in the Bay, Delta or various lakes. Sailing clubs offer a flexibility and economy in sailing that lets people in who could never before afford it. The difficulty comes in sorting out the different deals offered by different clubs, and finding out what's right for me. Could you look into this? I know of several clubs in the Bay, but only one in the Sacramento-Davis area. There are a lot of sailors up here too!

Again, keep up the terrific work.

E.J. Koford
Davis

E.J. — Allright, we'll start sorting out the charter deals.

□ PERPLEXED BUT NOT ALONE

On arriving here after sailing across the Pacific from Oz I was a little perplexed by the use of the term "TransPac" to describe the races from this coast to Hawaii. Having sailed many thousands of miles before even getting abeam of Honolulu on the way here, it would seem a bit of a misnomer.

Considering one of the shortest routes from San Francisco across the Pacific — the great circle to Japan — is well over twice that of the distance to Hawaii (and I can't imagine any yottie of sane mind wanting to sail that route east to west) a feasible race right across the Pacific would have to be thrice the distance. Can you imagine the TransAtlantic race finishing in the Azores?

I'm not at all denigrating your full-on races to Hawaii. I'm sure they are true and testing trials and great contests — may they go on forever. What would you reckon, though, about a real TransPacific, maybe to San Francisco's sister city, Sydney?

I'd like to add I and the crew have found the people we've met so far in your fair city very kind and generous, and we have been looking forward to reading more of *Latitude 38* since first experiencing a copy in Tarawa in the atolls of Kiribati.

Larry Bardsley
Healdsburg

Larry — Every time the singlehanded race from San Francisco to Japan rolls around we're reminded that it's a "real" TransPac — unlike the ones from Los Angeles and San Francisco to Hawaii, which only go part of the way across the Pacific. But if you don't mind us resorting to our lexicons, this simply is not the case.

The prefix "trans" can be used correctly to mean a number of different things. The primary meaning is "across, over or through", in which circumstance you wouldn't have to sail all the way across the Pacific to have done a TransPacific race.

There's also another meaning, one we kinda like, in which the prefix trans means "to or into a different place or condition". In that sense "I went TransPac" can be perfectly valid, meaning achieving a state of mind that would come with doing a 'real' TransPac.

Of course the meaning everyone thinks of is when the prefix

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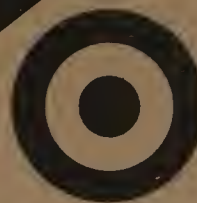
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LETTERS

means "beyond, or on the other side of", in which case a word like transoceanic indeed means to have gone all the way across the ocean.

So either we have to specify exactly what we mean by TransPac, or allow all the meanings. As for us at Latitude 38, the more the merrier!

What do we think of a TransPac from San Francisco to Sydney? We think if you could get a good sponsor, you'd get entries. In fact if you'd like to spell us here in the office for a few months, we're ready to go ourselves.

□ CAN'T DO THAT

If you grow up in Monterey you are required to read all that Steinbeck has written. So finally I got to *The Log from the Sea of Cortez*. I think *Latitude 38* should make this book required reading for all boats sailing for Baja. Not only does it offer a complete description of the sea life, but it really hits home on some philosophy of boating. The following is a description of what a boat really is:

"How deep this thing must be, the giver and the receiver again; the boat designed through milleniums of trial and error by the human consciousness, the boat which has no counterpart in nature unless it be a dry leaf fallen by . . ."

Anthony Bindel
Salinas

Anthony — Sorry we had to stop you there a couple of pages short of completion of the quote. You can't just go and steal long passages like that and print it without permission. The *Log from the Sea of Cortez* is interesting reading, though. Our favorite part of Steinbeck's philosophy, however, concerned outboard motors.

We don't know if you're aware of it, but Peter Benchley, who brought us *Jaws* and *The Island*, has recently released a book called *The Girl from the Sea of Cortez*. It's kind of *The Pearl-ish*, in nature, but highly improbable.

□ TO HAL ROGERS, LADY DORIS, SANTA CRUZ

I never thought that I'd be writing a letter to *Latitude 38*. I always felt that there were others more knowledgeable than I, until your letter, Hal. I could write a lengthy letter challenging every statement you made [about nuclear matters], but it can easily be summed up in two words: "Dead Right".

I pray that you and any other mindless regimented shallow thinkers like you are never in a position of power and influence.

Janielle Nathan
Sausalito

□ LUXURY IS NOT A DIRTY WORD, IT'S PART OF MENTAL HEALTH

In your answer to a letter by Zinjanthropus Obscurus, [Volume 72, page 53 & 55] you state that you think that sailboats are a good use of natural resources because the first large fiberglass production sailboats are almost all still active after 25 years.

In response to this statement, I can't restrain myself from suggesting that perhaps you should start reading your own advertising. I refer specifically to the advertisement for Baltic Yachts on the back cover the above mentioned issue of this magazine, which, if my memory serves me well, has appeared several times in the pages of *Latitude 38*. There, the first two sentences of the bottom paragraph state the following truth:

"When you get right down to it, no one really needs to own a sailboat. They are after all, "one of life's luxuries". I would respect-

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LETTERS

ly like to suggest that maybe you should reconsider your answer to Ms. or Mr. Obscurus in light of this revelation.

Here's to seeing you sailing on a clean Bay wearing a Nuclear-free Pacific T-shirt.

Matt Novak

Matt — Baltic's advertising copy shouldn't come as any "revelation" since we're all members of what's got to be the most luxurious society in history, a society in which sailboats comprise the most infinitesimal part of the luxury. And if you're willing to be honest with yourself, everyone of us — right down to the people who can least afford it — are stupendously self-indulgent compared to the majority of people in the world and all those who have populated the face of the earth before us.

And insane as it may be, just about everyone in the world is dying to get in on the luxury chase. There are pitiful few people — excepting religious and political zealots — who want to go back to the Stone Age and crawl around on hands and knees in pursuit of fallen nuts and berries.

So the question is not whether to luxuriate or not, but to luxuriate wisely. As we see it a good luxury is one that is beneficial to the mind and body, increases one's understanding and appreciation of the world, and isn't wasteful. Judging from these criteria sailboats may not be the very wisest of luxuries, but they're a long, long, long way from the bottom.

□ EXCELLENT TREATISE

Jack Ronalter's letter [*Changes in Latitudes*, Volume 73] on surviving Hurricane Veeha is an excellent treatise on storm anchoring. Although Jack modestly disclaims being any expert on storm anchoring, he certainly did everything right and *World Citizen's* survival is proof enough for me.

All blue water cruisers owe him a debt of gratitude for this lucid account of his successful storm anchoring technique. We can all learn from another's experience. Thanks, Jack, and may your winds be fair and your seas smooth from here on.

Aloha!

Earl R. Hinz
Honolulu

Earl is the author of *Landfalls in Paradise*, A Guide to the Pacific Islands, which is a 390-page hardback book prepared especially for pleasure yachts planning to visit the South Pacific. We use the book frequently for reference. *Landfalls* is one of the many very fine publications from Western Marine Enterprises, and is available at almost all chandleries.

□ YOU SCRATCH OURS . . .

The success of our National Safe Boating Week Celebration held June 11-12 at Richmond's Marina Bay was due solely to the generous help unselfishly given both by those who aided our efforts and by our program participants. Please accept my sincere thanks and appreciation on behalf of Richmond Coast Guard Auxiliary Flotilla 2-5 for the assistance given to this worthwhile event by Latitude 38

We hope we will again be able to look to your support in 1984 when application of lessons we learned this year can benefit us with an increased number of spectators.

Jim Fikes, Chairman
Flotilla 2-5 National Safe Boating Week

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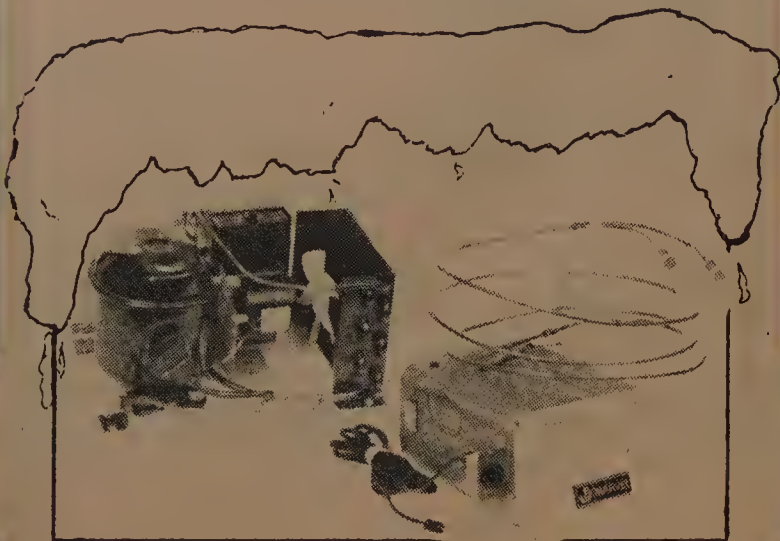


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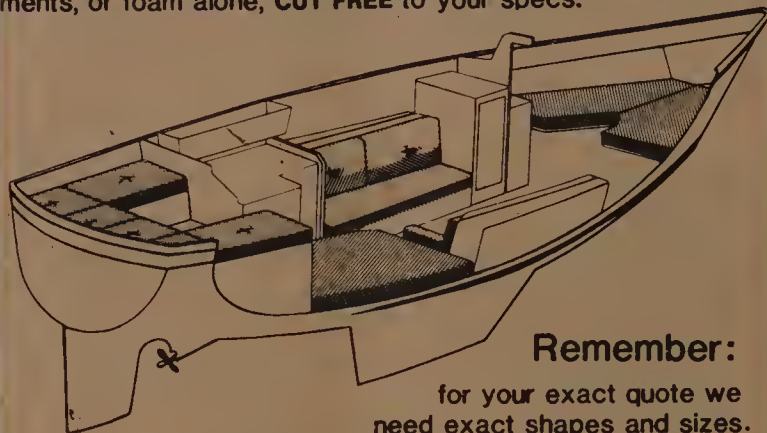
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LETTERS

Jim — It's a pleasure to be able to reciprocate for those who so frequently help sailors.

□ REALITY TESTING?

This letter is actually a request for information, opinion, experience and support from *Latitude 38* folk who have experienced the South Pacific.

My dream for years has been to sail, explore, and experience the South Pacific. It's gotten to the point now where I'm reluctant to make any other major commitments until I've done that. I would also like to learn sufficient sailing skills from a congenial, well-seasoned skipper that will enable me to obtain my own papers someday.

I will need to earn my way, and my thought is that as a former teacher, counselor, writer, and pianist, there might be a sailing family who would like some support with their children.

I also wonder what the prospects are for actually living and working in or among various sets of South Pacific Islands. Are there any creative ways that I could combine travel with a very real experience and relationship with the people of the South Pacific? Any ways that I might be able to serve them? What needs do they have?

I would greatly appreciate hearing from anyone who has ideas or even contacts that might assist me in making this dream a reality. Would also appreciate any reality-testing — what is it really like to spend a substantial amount of time out there?

Lawrence N. Koss
Box 1573, Sausalito 94966

□ BROKEN HAND MAKES THIS SHORT (HURRAH!)

I was depressed and dismayed by the letter on nuclear waste by Mr. Hal Rogers in your July issue. We who love the sea are concerned with everything that goes into it, from head emissions to nuclear subs.

When we know that "background radiation" levels have been rising for over 30 years (U.S. Government statistics), and that radioactivity is increasingly concentrated as it progresses up the food chain, why the cannonade at those who express justifiable concern at contaminants introduced into seven-tenths of our biosphere, which is necessary, not only to life, but also to "life"?

A prudent mariner only is insisting on a similar attitude from his government. Prudence saves lives. Short term and *long term*.

Let us get off of emotional "highs" and resume logical thinking. Anyone can muster "facts" to support his side on such a charged issue. If there is any doubt at all, avoid the risk. Nuff said?

Thomas Reilly
Kamera
Alameda

Thomas — Yep!

□ TRANS-TAHOE VIGNETTE

We were on a tight reach, well clear of the first mark at Meeks Bay, holding for the Nevada shore. The wind was light and going down, the scenery the normal Tahoe incredible.

The sound from an airplane touched my ears. I know that sound! No American boy who was nine when World War II ended will ever forget the hard, flat snarl of a Rolls-Royce Merlin V-12, or the fighter planes that used them.

The sound was coming from the west, low against the mountains, the source not visible until it flashed across the snowfields of Mt. Tallac. There! That unmistakable silhouette! A Mustang, a P-51D, an honest-to-freaking national treasure. The World War II version of



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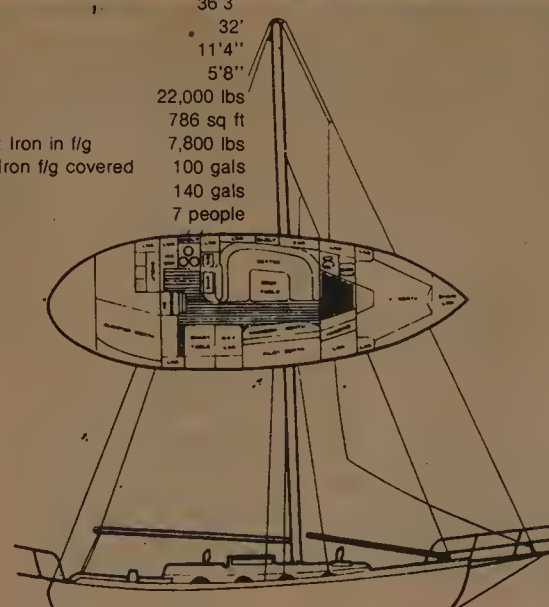
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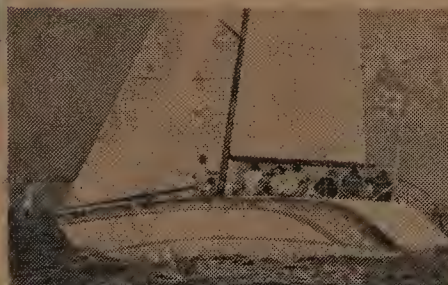
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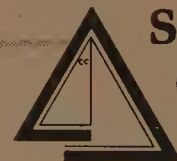
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LETTERS

sex-and-death-in-the-sky.

The pilot finished banking toward the center of the lake, straightening out into a flat dive that brought the ship to within 50 feet of the water. Then 30, 25, down to 20 feet off the surface of Lake Tahoe at 400 miles per hour. We watched until we lost him against the Nevada-side mountains.

Mr. Pilot, whoever you are, I cheer your ability, your courage, and your willingness to burn 120 gallons per hour of \$1.80 av-gas.

You made my day!

Ron Hanford

who along with Ed Klump drove the Santana 20 *Ferboat* to first in class

Ron — Matt Novak's gonna want a word with you.

□ MEXICAN COMMODITY

I've been an avid reader of your magazine for the past three years and it's given me many hours of reading pleasure.

My wife and I have just recently returned from a seven month cruise through Mexico, and your series of articles on Baja and the Sea of Cortez were invaluable. A new copy of *Latitude 38* was probably the most precious commodity among the cruisers there.

My vagabond ways prohibit me from supporting your publication with a subscription but maybe I can help in my small way with a Classy Classified.

Jay Johnson
The Force
San Diego

□ THE HELL WITH THE MONEY!

As a Coast Guard Auxiliary member I recently played a small part in the search for the small boat that apparently sank and the three young men that were lost. It cost over a half a million dollars for the time and equipment used in the search.

In my opinion these apparent drownings were due to either
----- [This line censored by the editor]
or from poor judgement about the capability of one's boat or boat handling.

I have faith the boating public is going to get smarter and stop these needless tragedies. To that end I would like to suggest to your fine readers that maybe as they reflect on this summer's boating experiences in the Bay and Delta, they may decide there is a better way.

For the beginners and the more experienced boater there are United States Coast Guard Auxiliary and Power Squadron classes available almost everywhere this fall. How about joining us?

Flotilla 9-3 at Government Island, Alameda, will begin both power and sail classes September 7th at 7:30 p.m. The book for the course costs \$10. Call Les Andersen at 531-3480 for further information.

Here's to better boating judgement for everyone.

Betty Oakey

Betty — We edited out parts of the beginning of your letter. They seemed a totally unfounded — if not libelous — outrage to the memory of those who were lost and displayed a callous disregard for their families. We're appalled!

Perhaps it doesn't affect you strongly, but much of mankind feels a burning desire to strive for ever greater personal achievements and perhaps to go where others have never been before. Unfortunately at these levels good judgement is difficult to come by. Sometimes people strive too far, which is exactly what we believe happened in this

Skipper of the Month

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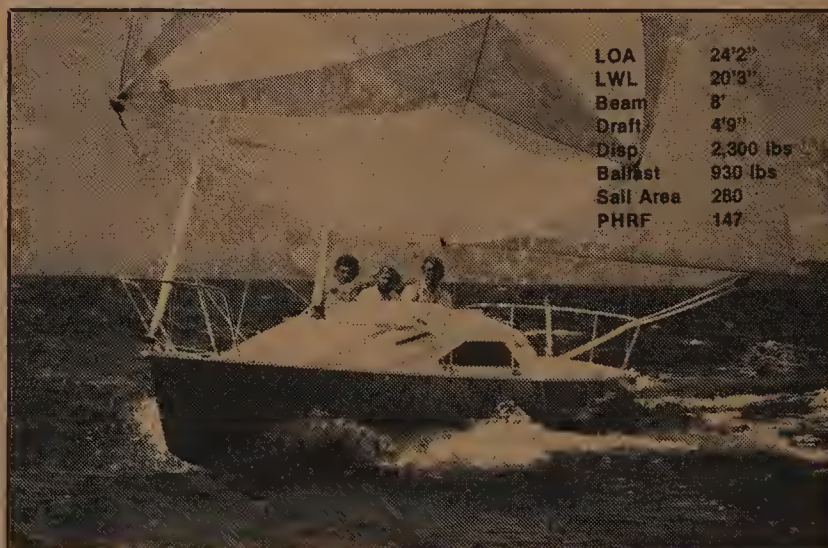
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LETTERS

instance. As grievously sorry as we are, it's not an isolated incident in sailing or sports in general. A Soviet diver recently died in a similar attempt at excellence as did some balloonists in Europe. We wish none of them had died, but we salute their spirit.

Nonetheless, like you we share a deep concern for what's been happening to people racing Northern California waters in small boats. In just the last 15 months we've lost seven lives racing in boats under 24 feet. That's unacceptable.

Frankly speaking, we don't think Power Squadron courses would have saved any of these lives. Nor do we advocate preventing people from going out the Gate in anything under 50 feet.

We think the responsibility for the loss of all seven lives rested entirely with each individual, as they all were familiar with the ocean and knew what they were getting their small boats into. And although we think they in no way should share in the blame for any of the incidents, we think the future solution to such tragedies lies in the hands of the race committees, the designers, and the manufacturers. The race committees ought to be more vigilant about what boats they allow in the races, and the designers and manufacturers ought to be far more explicit and vehement about what conditions the boats they design and build are intended for.

□MAYBE THUMBLE TO SHICKLE?

A few comments regarding the article in your June '83 issue about Cyclone Veena which devastated Tahiti last April.

The article mentions Port Phaeton as a good place to be during cyclones. This may be true. The few boats anchored there came out of it relatively unharmed. It provides excellent holding in muddy bottom. Should one break loose, chances of washing up on a "soft" beach are good. It provides room for a limited number of boats due to long scope required and is accessible only during calm weather. It was impossible for boats on the northwest side of Tahiti to make for that area and through the pass under the conditions existing 24 hours prior to Veena.

There is no river at Port Phaeton or anywhere else on Tahiti that is navigable, and even if there were it is bad advice to use it for shelter. Just look at the washed out bridges and the amount of debris as a result of the torrential rains that accompanied Veena.

The big problem with the story is that Port Phaeton is not where the article stated. The bay used by aircraft carriers and the liner France is about eight miles to the southeast and is called Bay of Tapuaeraha, which provides no protection against cyclones.

The remark concerning the "stupidity of some of the boatowners" for the loss of their boats is totally inappropriate. 150 knot winds, 10-15 foot waves and bad luck, maybe yes, but not stupidity. Whichever of the three contributors to the article said that should be hung from the yardarm by his tongue for his stupidity. (Besides nobody around here has ever heard of wiring a thimble to the shackle).

To all those individuals who helped others, including Novema, secure their boats and belongings and allowed their boats and houses for temporary shelter, our warmest thank you. We will always remember you.

Gene and Judy Wild
Yacht Novema
Tahiti

Gene and Judy — John Neal was the one who raised the issue of Port Phaeton. Apparently we misunderstood at least the location of the river, but we distinctly remember him tell us he and other boats have anchored up a well-marked river on that part of the island. But



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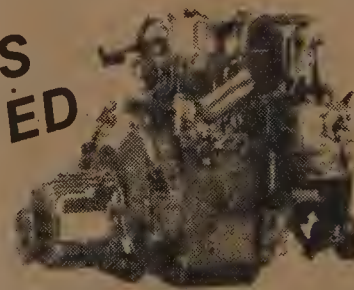
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LETTERS

after seeing the pictures from the Tahiti papers of the damage to bridges and rivers, you're absolutely correct in asserting that up a river would be no place to be.

As to stupidity, we'll admit to it by suggesting that thimbles should be wired to the shackles. However that specific term "stupidity" was used by several of the people in Tahiti in referring to the cyclone preparations — or total lack of them — by some boatowners or boat-watchers. If that's too harsh a term for someone who apparently just tied a nylon line to a mooring buoy in the anticipation of a cyclone, perhaps imprudent would suffice.

□ LONDON CALLING THE OUTER TOWNS

I am presently cruising on my Pretorien 35, built by Henri Wauquiez of Mouvaux, France. I took delivery of *Candor* at the factory on June 7, had it put in the Canal de Roubaux one half mile from the factory, and I am presently motoring towards Paris and the Mediterranean on the French canals.

A friend brought me your June issue with the letter from Peter Brown, owner of Pretorien 35, *Emerald City*, expressing his discontent with the service he received when he took delivery this year in Port Grimaud on the French Riviera.

I was shocked by his story as I have had nothing but total satisfaction and complete cooperation from Mr. Wauquiez and his entire staff. The boat was ready and waiting when we arrived, along with optional equipment and deletions all properly done. There were some minor repairs necessary as is usual with all new boats. They were fixed immediately without question. Mr. Conqolas, the Quality Control Supervisor, drove me around to marine stores, a lumber yard and a hardware store so that I could buy parts. He even drove into Belgium on his own to buy an anchor light that was not available in France.

As we were concerned with the depth in the Canal de Roubaux — two meter draft — Mr. Wauquiez sent one of his men to take soundings of the Canal. One of the secretaries took my wife and son to the doctor and stayed to act as interpreter. Mr. Wauquiez's wife did our laundry for us the first few days we were on the boat, and offered again before we left.

The Pretorien 35 is my fourth boat. I have owned a Munsey 42-ft double-ender, a Yamaha 33, and built a Westsail 32 from a bare hull. I have been involved in the boating industry for 18 years — Customer Service/Quality Control Manager for Westsail Corporation, and Production Manager for the first 18 Crealock 37's, as well as operating my own underwater diving service for ten years in Marina del Rey. In my experience American boat companies could all stand up and take notice of Mr. Wauquiez's service and product.

Jack Wilken
Yacht *Candor*
London, England

□ THE FORESPAR MINI-GALLEY

My standard comment on vessels that have a Mini-Galley is that the National Fire Protection Association recommends that Liquid Petroleum stoves with integral fuel tanks not be used on vessels with enclosed cabins.

NPFA-302 (1980) 6-4.1.2: "The use or storage of stoves with attached LPG containers is prohibited on boats having enclosed accommodation spaces."

As I had not used one of the described units, I was not aware of the extreme danger imposed by this unit. My comments in the future will reflect this knowledge! Personally, I do not like to see LPG stoves systems of any description aboard vessels of any sort. The United



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LETTERS

States Coast Guard specifically prohibits LPG systems aboard any vessel carrying passengers for hire.

On another subject, those interested in amateur radio should get involved with the rewarding spirit of amateur radio, especially the use of CW (Morse Code). You do not need several hundred watts of power to be able to pass messages on CW. In many cases 10 to 25 watts will suffice, therefore not requiring tremendous batteries and power generating devices.

Those interested in amateur radio should also learn the other benefits of amateur radio for the novice, such as the nets concerning computers, medical help, disaster assistance, etc. Ham radio is a multi-faceted hobby, not just a method of making cheap (maybe illegal) phone calls.

A hand for the much maligned Coast Guard. On Saturday, July 2, at about 1130 I called them on VHF to report the Napa River Buoy 16 to be sitting on the bank several feet from the water. An hour later CG 41392 from Mare Island came upriver and properly reset the buoy.

P.S. Define a ham.

Answer: A half a hog's ass!

Jack Mackinnon
Marine Surveyor
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□ FIRST TIME FOR EVERYTHING

I really enjoyed your article on the Catalina 22 last month. It was the first time I've seen anything about a Catalina product in print and I could not help but wonder why Frank Butler's organization does not receive more attention from the sailing press. Here is one of the largest manufacturers of sailboats in the world, over 12,000 hulls to date, and they refuse to advertise! Isn't that a unique enough corporate organization to deserve a little coverage by the magazines, especially one like *Latitude 38*, who I would not imagine would ignore a product because it was not advertised in their magazine.

Anyway, I really enjoy your magazine and hope that you produce an article in the future about the Catalina organization. I think your readers would be very interested.

Douglas Brown
Seattle

Douglas — We actually did try to do a story on Frank — and some of the other owner/presidents of the big boat companies in Southern California. Unfortunately Frank wasn't there when we were, and all the other material proved just too unwieldy to forge into a coherent story. These are all extremely interesting people and we still hope to be able to put a story like that together sometime.

□ DON'T WORRY, YOU WON'T BORE US

When I left the southeast anchorage at Angel Island late last night, I left my #25 Danforth with the rode buoyed by a sea cushion — for reasons I won't bore you with.

When I went back at noon today, it was gone. In case one of your readers picked it up for safekeeping, I can be reached during the day at 849-0859.

Your magazine is great!

Charley Lane
Berkeley

□ ANOTHER FLAG DAY

After you begin reading the next sentence you will realize that I am intentionally writing to the wrong editor. You will, I hope, realize that

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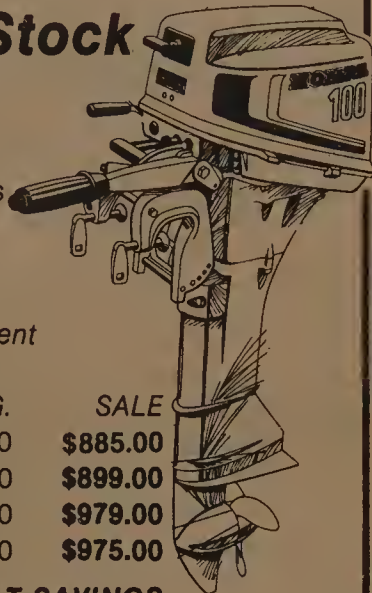
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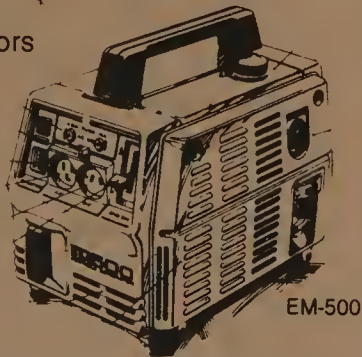
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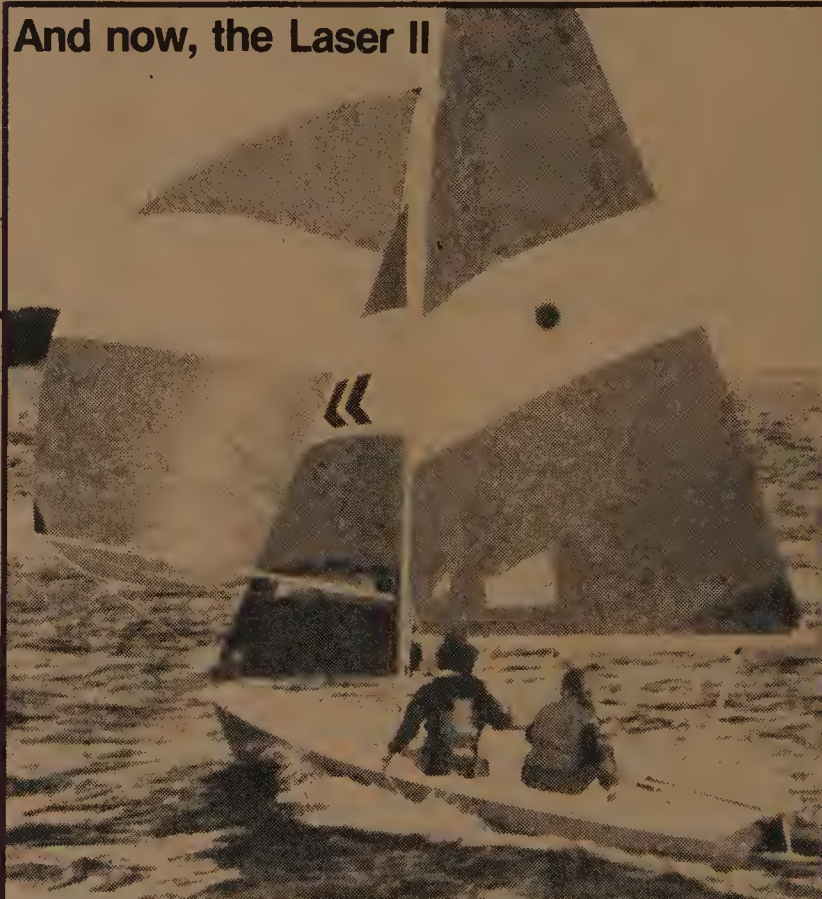
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LETTERS

this action is based on my undying loyalty to *Latitude 38* and a burning desire to see my name spelled correctly in print for once. I am also writing to you because I have some doubts as to the editorial integrity of some — if not all — of your “glossy” competitors, and can trust you to thoroughly research and report on the issue I am about to raise.

In the June issue of what shall remain an unnamed “glossy”, I read an even slicker and glossier article which described in detail the five flags which are carried by Queen Elizabeth’s *Britannia* whenever the Royal family is aboard. Specifically they include “two Union Jacks, the Royal Standard of the Queen, the White Ensign of the Navy, and the banner of Prince Phillip, the Admiral of the Fleet”.

If I know my Chapman’s, the apparent absence of the U.S. Ensign appears to be a distinct breach of Royal etiquette, one which of my more worldly cruising friends tell me is taken rather seriously in some nations. Unless my history lessons failed me, we are no longer colonized and the U.S. Ensign should have been flown from the fore masthead of *Britannia* during her stay in U.S. waters.

As this subject was omitted from my Emily Post childhood, I could be missing an obvious explanation. Nevertheless, in light of other rumors floating around — no pun intended — regarding various Royal snubs of the First Family, I am interested to see if you are game to enter the controversy.

Here’s hoping that you will score one small victory for editorial integrity or else discover a unique bit of Royal protocol known only to Her Majesty and a select few at the Department of State.

Dick Drechsler
Kahlua
Lake Tahoe

Dick — Tradition and flag etiquette are wonderful things we’re sure, and if someone wants to take the time to check all this out we’ll be glad to publish the findings. Otherwise — and we do hate to fail you — we frankly don’t give a . . . give a . . . well, it just doesn’t bother us much.

□ NOT THE ONLY ONES

Please don’t feel as if you were the only ones taken in to some degree by Mr. Von Engemann — AAA on the Bay. Our Association was bound by his spell to some degree also.

On the other hand, your cavalier statement inferring that salvors are all incompetent bad guys or bandits without masks is totally without merit.

At the average towing cost of \$60 to \$70 per hour which includes our costs for insurance (to protect you), crew, fuel, special equipment, maintenance and vessel costs, we are higher than a “free” Coast Guard tow, however, yet still a bargain. (Try and get your land vehicle towed for anywhere near our rate per hour).

Our membership ranges from retired Coast Guard Officers to business people of stature in their communities who believe it is still appropriate to “find a need and fill it”, as Henry Kaiser demonstrated.

I agree that if you can’t handle a vessel you should’t be out on it, but if you are out there and can’t find a friend or good samaritan to tow you in, please be advised that we commercial operators take pride in the quality of our seamanship and fair pricing.

Should any of your readers desire further information on commercial marine enterprises or related matters, please feel free to contact our Association; it would be our pleasure to furnish a speaker. In fact, do it right, invite us and the Coast Guard at the same time, and together we can give the boating public the whole truth and show

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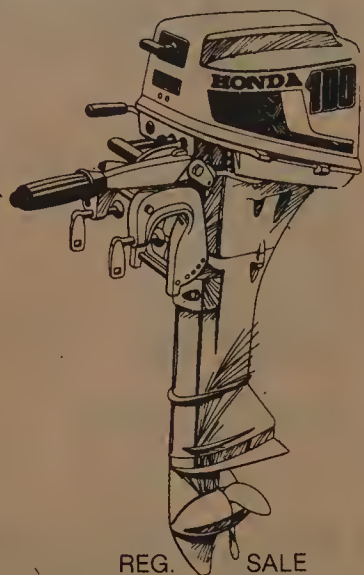
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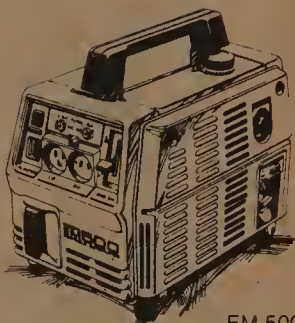
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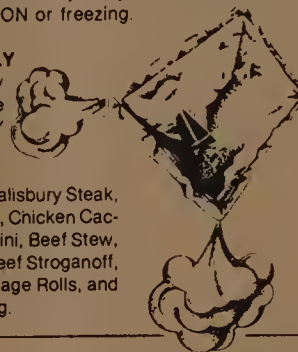
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LETTERS

that we do respect each other.

For example, is anyone aware that while last winter's storm raged in the Estuary tearing loose whole docks with boats still moored to them and then stacking them like so much cord wood on the opposite side of the Estuary, the vessel *Code 4*, her crew — from our Association — and other commercial people rushed to the scene and worked through the night alongside the Coast Guard — *without compensation or recognition*. The Auxiliary, on the other hand, does receive commendations and reimbursement for doing this kind of work.

I could go on and name case after case where the commercial salvor has worked smoothly and efficiently beside the Coast Guard, but the only time press notice is taken is when there is a stand off or someone proves themselves less than trustworthy. Why not judge us on our own individual merits?

Harry W. Perdue
LT.CDR. U.S. Coast Guard (Retired)
Salvage Master

President, West Coast Marine Services Association
Union City

□NOT THAT BAD

It has been brought to my attention that Blue & Gold is being criticized for the assistance they gave to *Pride of Baltimore* during the day sail with *Wanderbird*. Any problem which arose as a result of Blue & Gold's presence should really be directed at this office.

I am truly sorry that people are upset and would like to explain our situation. Like many people we wanted to document this extraordinary event and could have done so from further away, this is true. However, the weather conditions offered our photographers a unique opportunity; to capture *Pride* in rough weather with the proverbial "bone in her teeth". We have spent a lot of time and money photographing the vessel arriving and departing her various ports of call as well as from on deck. We had never before had a photographer on a chase boat in fairly heavy weather and obviously took advantage of the opportunity.

I am sorry if in our excitement we interfered with the ability for other photographers to achieve their goals. I should tell you that *Pride* will return to San Francisco for Labor Day weekend and we are planning to sail again with *Wanderbird*. I promise if this takes place we will stay out of everyone's way.

Gail Shawe
Executive Director
Pride of Baltimore, Inc.

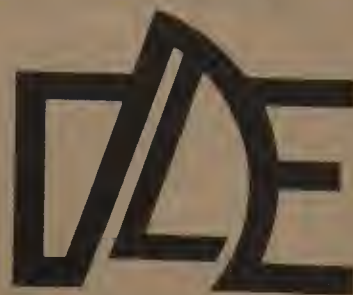
Gail — This is being blown entirely out of proportion. The deal is that several people, ourselves included, thought the Blue & Gold could have shared the opportunity just a little bit more than they did, and perhaps could have maneuvered their large boat a little less aggressively in such a crowded situation.

But please don't get the wrong impression. Everybody out here thinks you've done a fabulous job with the *Pride*.

Latitude 38 welcomes all letters on subjects relating to sailing. But please be to the point so there is room for everyone. (Some of this month's letters won't make it until next month).

So speak your mind by dropping your letter to Box 1678, Sausalito 94966. We will assume all letters are for publication unless otherwise stated.

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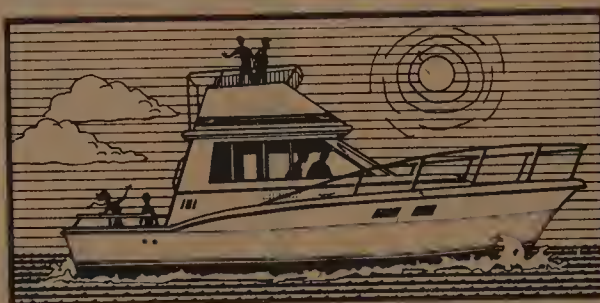
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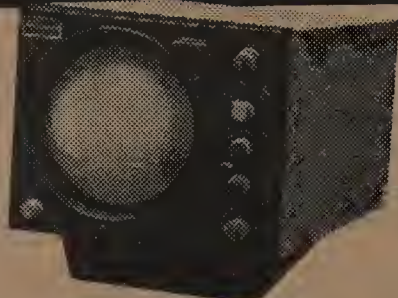
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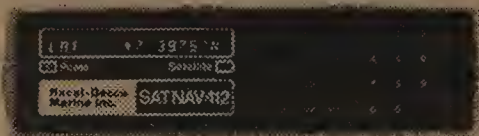
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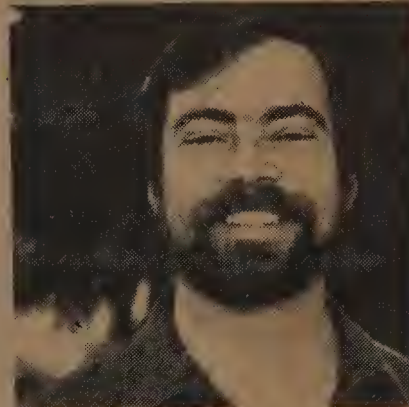
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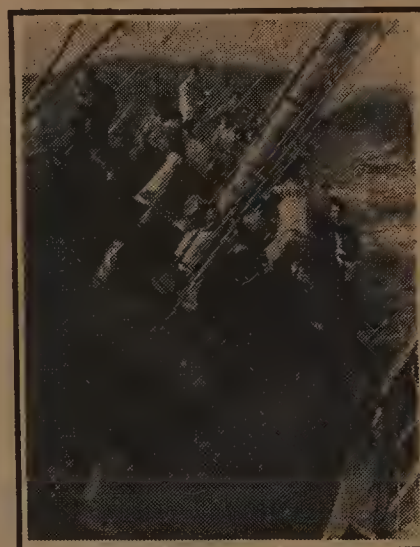
ANNOUNCES

the addition of Scott Flores to their service staff. Scott brings with him 17 years of active boating experience and 14 years as a professional mechanic. Most recently he was employed as Northern California Service Manager and Warranty



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LOOSE LIPS

An extraordinary person about to attempt an extraordinary sail to break an extraordinary sailing record just before another extraordinary sailor does, is dying to find the Northern California manufacturer of a transmitter similar to the Argos used by the BOC Around the World Alone contestants. If you know of this company, please give — well you better not give him a call until he's ready to go public with his top-secret beat-the-British project. Just send the information to *Latitude 38* and we'll see it gets forwarded to him.

A few months back a huge sailboat by the name of ABC passed through Northern California waters, leaving a number of sailors gaping in wonder about her. Reading a Lewmar winch newsletter, we've found out a little bit about her.

ABC was designed by William Garden to be the ultimate in luxury cruising boats for the Charter Market. She was built of aluminum by Shore Boatbuilders in Richmond, British Columbia. She's 106 in length, displaces 122 tons (including 32 tons of ballast), draws 17.6 feet with her centerboard down, and carries just under 4,000 square feet of sail.

The boat is reputed to have cost about 2.4 million British pounds which is about 3.5 million American smackers. If anyone is on a first name basis with the owners, we'd probably be willing to do a review of the boat in the magazine after a three month evaluation period in the South Pacific.

Why?

In wake of last month's boating tragedy off Monterey, a lot of people might be wondering why people risk their lives in sport. Judy Klemesrud of *The New York Times* addressed just that issue with an article that appeared in the July 17 issue of the *Examiner/Chronicle's World* magazine.

Klemesrud quotes associate professor of clinical psychiatry at New York University, Dr. George Serban, as follows: "The nature of the male animal is to undertake dangerous tasks and confront them and to succeed. When life becomes banal and routine and men do not have the chance for adventure or reaffirmation of their masculinity, the only other possibility for them is to undertake dangerous activities." Speaking as a 35-year old male, this has the ring of truth.

For those of you who think risking death in sport to reaffirm masculinity is disgusting, Dr. Serban says the traditional outlet has always been war.

Après worthen, le deluge.

Last Month S.E. Worthen wrote asking if anyone knew of a French-English dictionary of boating terms. Did they ever! Our poor mailman's in the hospital getting treated for a hernia.

It turns out there are several books available, perhaps the best of the lot being Barbara Webb's *Yachtsman's Eight Language Dictionary*. Bill Vaughan, who has a copy aboard *Evening Star*, had this to say about it:

"The languages covered are English, French, German, Dutch, Danish, Italian, Spanish, and Portuguese. Presumably this would be sufficient to enable one to cruise damn near anywhere. A glance at the table of contents will indicate the usefulness of this little gem. The book covers all possible names of equipment, vessel parts, and engine parts in detail, including the sails, rigging, wire rope, winches, and below deck items."

Vaughan reports the book also covers terms for the various processes of sailing, navigation, meteorology, racing, first-aid, and useful

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LOOSE LIPS

terms ashore. His only lament is "that the language of love is completely omitted" and suggests one might also need a "bedroom". (Not necessary, say the experts. Stumbling along in Braille is the universal language of love.)

Whatever. Webb's 5x7 inch 160-page dictionary was originally published in England by Adlard Coles, Ltd., but has more recently been available in this country from John DeGraff, Inc. of Clinton Corners, New York. It runs about \$10 and has been reported to be available at Anchorage Marine and Meridian Books in Sausalito, Tradewind Instruments in Alameda, the Bosun's Locker in Santa Cruz, Seabreeze Ltd. in San Diego, and from the Dolphin Book Club. We're certain many other places carry it.

Other folks who wrote in to recommend the book were Dave Case, Carol Dibner, Shawn Ritchie, Doug Lagomarsino, Lorena Vernon, Robert Salmon, and Peggy Hassell.

There's a dictionary of 450 to 500 sailing terms in French, German, Spanish, Dutch, and English that appears in the glossary of Arthur Somer's *Sailing Companion — A Practical Guide For Boatowners*. The book is published by Crown Books of New York, report Skip Wright and Marilyn Hicks. No price was given.

John Newbould reports that Somer's same five language dictionary appears as a chapter in the United Kingdom version of *Reed's Nautical Almanac*. If you're going to be sailing in England and Europe this volume is packed with information and might be the best choice. Get yours by writing Thomas Reed Publications, Ltd., 36/37 Cock Lane, London EC1A 9BY, England.

Gordon Augason reports that the best dictionary he's seen is *Ready About — A Dictionary for Cruising and Racing Yachtsmen*, published by Adlard Coles, Ltd. It was published in 1965 and picked up by a friend at a flea market for 50 cents. We suspect this may well be the Barbara Webb dictionary.

Gary Blair recommends the German, French, English, Italian, and Spanish boat dictionary in the appendix of *Further Offshore* by John Illingsworth. First published in 1969, it's most recently been published by Quadrangle Books. Now it costs \$20; it's available many places used at a lot less.

The *Yachtsman's Pocket Almanac* published by Simon & Schuster of New York is another possibility. The original version was edited by Nicholas Dent, the U.S. edition by Gary Jobson. It has six languages and "more info on boating than any book for its size". So says Ken Wadsworth who remembers paying \$6 for it, but can't remember exactly where in Sausalito he picked it up. Larry Wonderling also recommends the volume, and closes his letter with a plea.

Having shared his information, Larry wants to know where he can get a good manual for the Palmer M-60 gas engine with v-drive that he has on his 1971 Columbia 34. He got one manual from the folks at Sea Power, but he says it isn't complete enough for what he needs — a major tune-up. These Palmer engines were frequently installed on Islander 36's, so maybe somebody out there can help.

We'll give a t-shirt to the first person with the right information, but just the first person! This dictionary business has cost us a fortune in t-shirts!

Sobstad on the Bay.

Richmond's Jim DeWitt started his sail loft in 1960 on the top floor of a Quonset hut and saw it grow into one of the Bay's leading independent sailmakers. On July 1st, however, the name on the front of the modern loft overlooking Brickyard Cove in Point Richmond changed to Sobstad. After two years of negotiation and rumor, it became official. Jim DeWitt is now a retired sailmaker.

The move is surprising but not unexpected. According to Jocelyn

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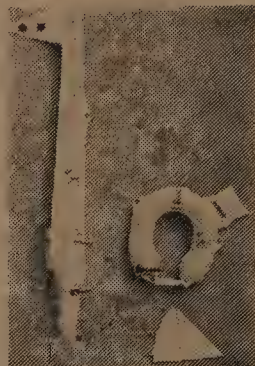
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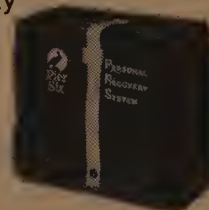
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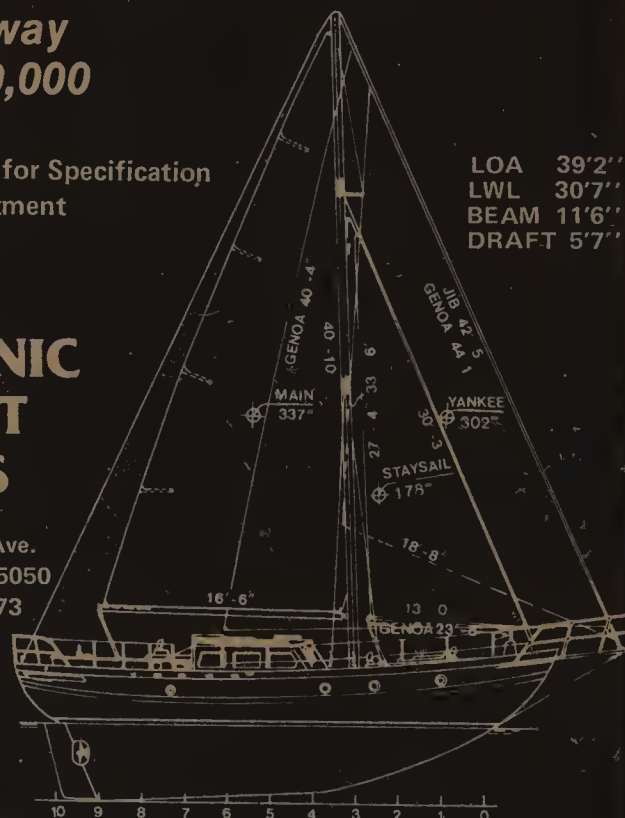
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LOOSE LIPS

Nash, a long time DeWitt employee and now working for the new owners, Jim has long wanted to devote more time to his considerable talents as an artist. DeWitt's drawings, paintings and sculptures are familiar sights to Bay sailors, and now he will be able to concentrate freely on those endeavours. He will even retain his studio, located next to the loft's cutting floor.

The takeover by Sobstad is typical for this fast growing sail company. Originally a small loft in Connecticut, it was purchased by a group headed by Tom Whidden who wanted to challenge North Sails' virtual monopoly in the high performance market. Rather than start up new lofts (like Horizon Sails did in Oakland), they have concentrated on buying up established companies with good reputations and improving them. As Nash puts it: "We weren't doing a bad job, but now with their great resources we can do an even better one".

Sobstad's results have been good, especially with the publicity Whidden received when he served as crew and spinnaker maker for Dennis Conner's 1980 America's Cup winner *Freedom*. Last spring's SORC runner up *Locura*, a Soveral 43, also carried a full inventory of Sobstad sails. Nash points out that now Bay Area sailors have a third option for go-fast sails, with North and Horizon being the other two.

Jim DeWitt will continue sailing, only now he'll be out there as a private individual — and a very talented one at that.

Spanish Landing in San Diego was the cite on July 4th of the keel-laying ceremony of California's official tallship and goodwill ambassador, the *Californian*. The 145-ft vessel will be a full-scale replica of the *Lawrence*, which was the first revenue cutter dispatched to California during the Gold Rush. It is a project of the Nautical Heritage Museum of Dana Point California.

Directing construction — which is to be done using traditional tools and methods — is Melbourne Smith who gained a strong reputation for building the *Pride of Baltimore*.

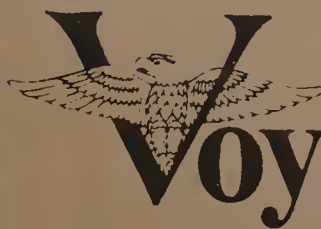
Like the Los Angeles Airport, the Norwalk Toad Pond, and most everything in Southern California, the hope is to have the ship completed in time for the opening of the Summer Olympics next July.

As the project progresses, we'll have further reports on the *Californian* in *Latitude 38*.

Equatorial Challenger Andrew Urbanczyk is scheduled to arrive in Port Darwin, Australia, by the end of July, according to his wife Krysna . . . About six weeks ago a rudder fell from a dinghy, possibly a Bluebird, being trailered around Third Street and Mariposa in San Francisco. An observer picked up the rudder and gave chase, but couldn't catch the speeding dinghy. Whoever lost it can now get it back by calling Herb at 647-0401 or 234-9030 . . . The security measures the Australians have taken to protect their 12 Meter *Australia II* in Newport, Rhode Island, netted their first criminal, a member of the rival Canadian 12 Meter syndicate. On July 22nd, one man was arrested by Newport police for trying to take pictures of the radical keel. Another man got away. We'll probably see it in a TV drama script one day soon . . .

When asked what he had accomplished by becoming the first person to sailboard across the Gulf Stream from the Bahamas to Miami, a 60-mile trip sailed mostly in a 15 knot easterly, Mickey Kerbel replied, "I substantially improved my downwind sailing".

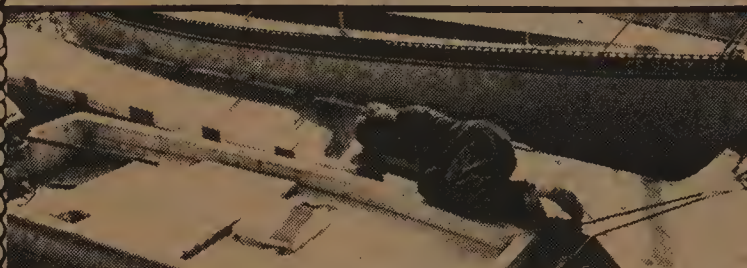
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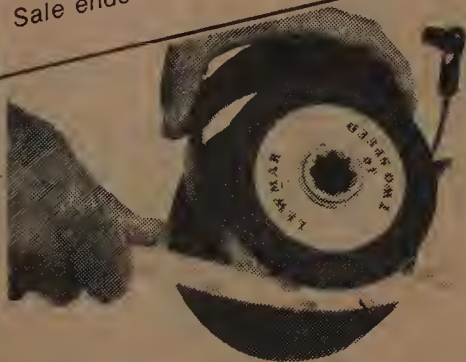
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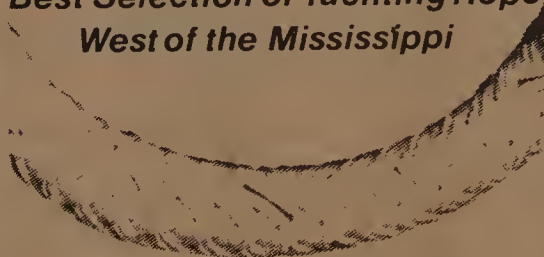
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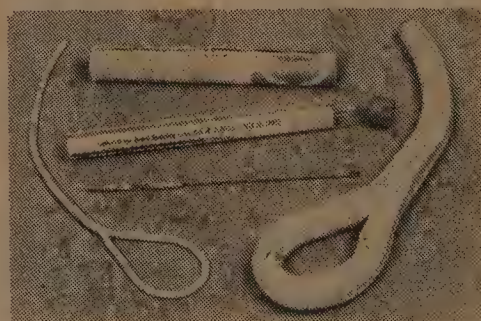


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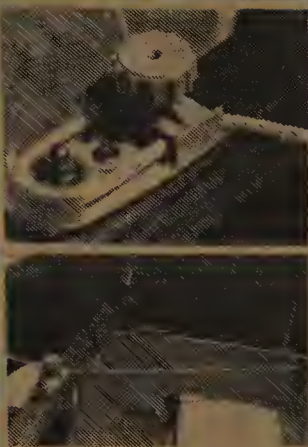
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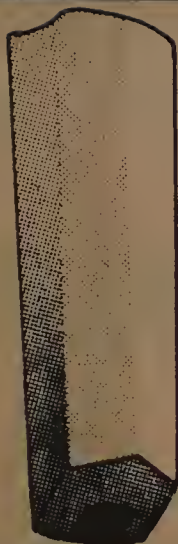


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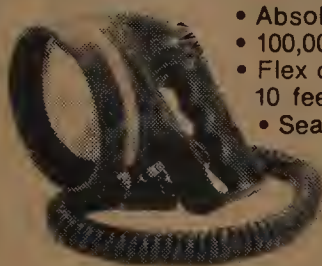
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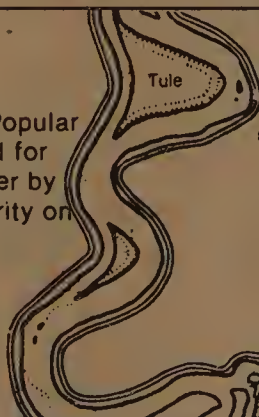
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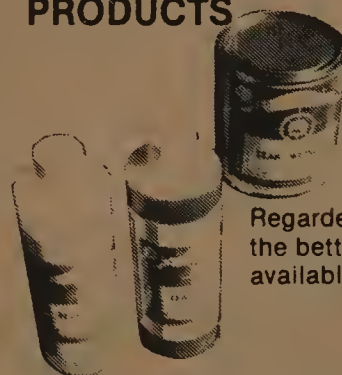
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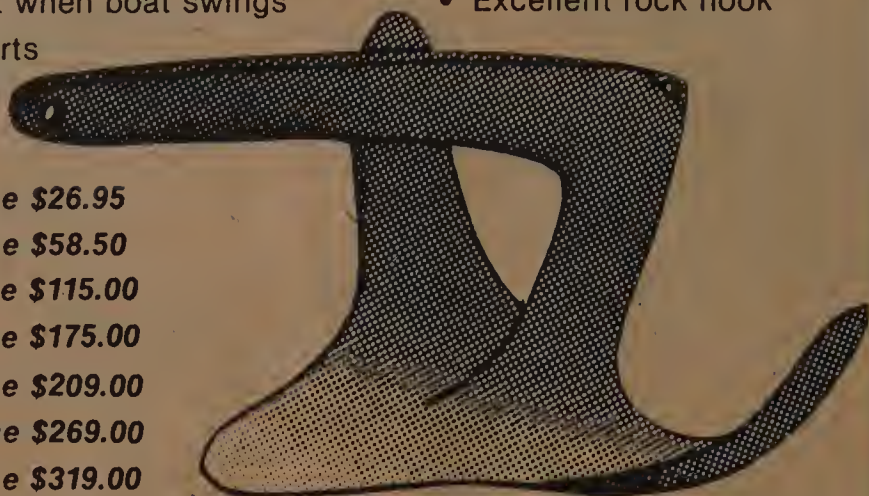
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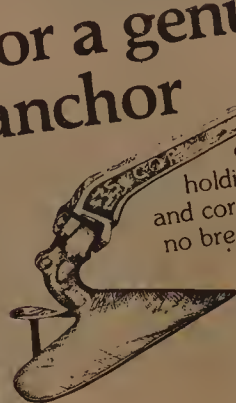
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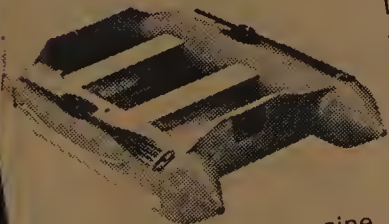
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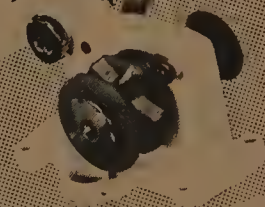


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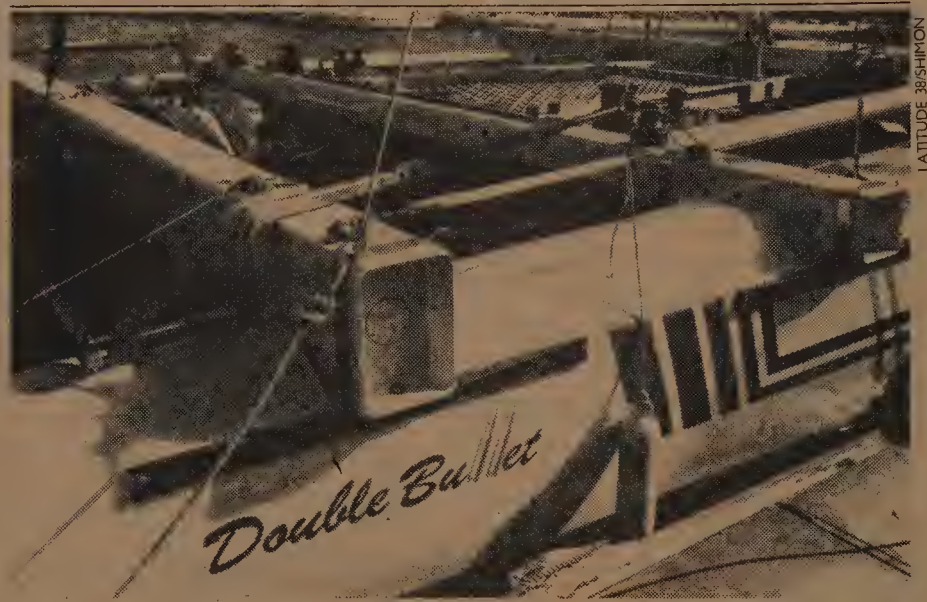
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SIGHTINGS

faster than one speeding bullet

What's faster than one speeding bullet? *Double Bullet*!

Bob Hanel pointed the bows of his 64½-ft catamaran from Cabrillo Beach, California west on July 2nd, at the same time the monohull TransPac fleet



Double Bullet resting at the Ala Wai yacht harbor

left for Honolulu. He soon disappeared over the horizon. His goal was to break the TransPac record of 8 days, 11 hours, 1 minute and 45 seconds, set by the 67-ft monohull *Merlin* in 1977.

Hanel and his 6-man crew not only did that, but they also eclipsed the all time sailing record for the passage. *Double Bullet* passed underneath Diamond Head after 7 days, 7 hours, 30 minutes and 56 seconds at sea. That was almost 15 hours faster than the clipper ship *Thomas B. Amy*, which had sailed a 200 mile shorter course from San Francisco to Hawaii at the turn of the century.

Double Bullet also set a record for the most miles traveled by a sailboat in a 24-hour period, logging 391 miles in one day. That's an average of over 16 knots. And you thought Datsuns were awesome! Hanel said afterwards he thought they could do it in 6½ days, but had to sail with a less efficient star-cut chute for most of the trip after blowing out three jibs and two spinnakers.

In 1974 Hanel made the crossing in the cat, *Seabird*, and fell short of breaking Eric Taberly's record of 8 days, 13 hours, set in the early 70's. Since 1977 he's tried to erase *Merlin*'s mark. An attempt in 1981 fell short when he broke both rudders, one 150 miles off the California coast and the other less than 600 miles from the finish line.

Double Bullet was unable to actually compete in the TransPac, since multihulls are not allowed. Nevertheless, they created quite a stir in Honolulu when they thundered down the Molokai Channel on July 9th. Bruce Soule, one of the many spectators out to greet the sleek cat, said his speedy runabout had trouble keeping up. "She was going awfully damn fast!" he said. Indeed she was.

Congratulations to Bob Hanel and *Double Bullet* for a great new record!

a piece of the dock

Pier 39 has had a lot of trouble with its innovative tire breakwater. It never did fulfill the owners' original expectations to keep the surge out, and last winter much of it broke apart and floated away. Even the operators of the complex feel that the boatowners who stayed in the thrashing harbor deserve a medal.

After careful study it's been decided that the only salvation of the marina is

cont'd on next sightings page

lido

No one will ever mistake a Lido 14 for a high-performance racing dinghy, but maybe that's why it has such a strong class organization. Then again, maybe it's the trout fishing and bird watching they do in between races that keeps folks coming back to their International Championships year after year. This year those are just two of the extra-curricular activities offered when the 60-plus two-person centerboarders converge at Donner Lake from August 13th to 19th for the five race series.

Regatta chairman William Denhart of San Francisco has scheduled an array of events for entries from Oregon, Washington, Nevada, Arizona, Texas, Ohio and California. For example, on Saturday, the 13th, there is



internationals

the Charlie Cummings Golf Extravaganza during the daylight hours, followed by an evening Reno gambling trip. Sunday you can go river rafting on the Truckee River during the day and hit the saloons in the town of Truckee at night. Tuesday is the trout fishing derby, followed by volleyball, and dining and dancing in Tahoe City. Wednesday it's birdwatching and barbecuing (not the birds, we hope!) and a general meeting with Western clothing recommended. Thursday morning features a sourdough pancake breakfast, with campfire and singing in the evening. In between all of this you go out sailing if you have any energy left.

Dénhart's number is (415) 981-4404.

dock — cont'd

to build a more traditional concrete breakwater around much of the perimeter. A great idea, but where's the money to come from? Selling the slips to the tenants? The government won't let Pier 39 sell public tidelands, but they've given the go ahead to do the next best thing — auction off 50-year subleases to the slips in the marina.

This means that you can now own — well, own a 50-year lease — on your very own berth in San Francisco. That's an appealing idea to a lot of sailors — and some investors, too.

Recognizing a strong obligation to their tenants, subleases were offered to Pier 39 berthholders in a special pre-sale that ended July 17th. Tenants exercised their option on 96 of the 293 berths available for sublease. (The government has required that 68 remain open for normal month to month rentals).

Although minimum bids for the subleases to be offered to the general public have not been determined, the tenants were offered the 50-year

cont'd on next sightings page



SIGHTINGS

dock — cont'd

subleases at the following prices:

36-ft berth . . .	\$20,000	65-ft berth . . .	\$85,000
40-ft berth . . .	\$27,000	70-ft berth . . .	\$95,000
45-ft berth . . .	\$36,000	90-ft berth . . .	\$145,000
50 ft berth . . .	\$50,000	95-ft berth . . .	\$155,000
60 ft berth . . .	\$72,000		

The acquisition of such subleases is being facilitated by a major California bank which has agreed to provide financing. Terms are 20% down, with a fixed interest rate of 12.75% (Annual Percentage Rate is 13.13%). The loans are fully amortized over a ten-year period, are assumable, and have no prepayment penalty:

The marina on the east side of Pier 39 — where the overwhelming amount of trouble has been — will undergo substantial improvement. Much if not all the docks — depending on the bids — will be rebuilt from scratch. Each slip will have its own dock box, separate private phone line, electrical meter, water hook-up, and pedestrian walkway light. A limited amount of parking in Pier 39's garage will be available to purchasers and their guests for the 50-year period.

Of course the big change will be the addition of the new breakwater. It was designed by Len H. Teasley Consulting Engineers of San Jose, and consists of more than one-third mile of concrete wall to surround the north and east sides of the marina. There will be no new breakwater to protect the calmer west side, but it's expected that the surge there will be greatly reduced by the new breakwater. The breakwater should be complete by summer of 1984. Many berths will be ready for occupancy earlier; indeed, some are ready now.

Is this offering a good deal? Much of it depends on how successful the new breakwater is, and the price each berth will command at auction. But let's assume the prices the tenants were offered to get an idea.

Take a 36-foot berth, for example. Such a berth currently rents for \$6 a foot or \$216 a month; a rate that is expected to go up by 10% a year. The 50-year sublease on such a berth was sold to tenants at \$20,000 — or the equivalent of renting it for the next six years. Of course buying a sublease involves greater expense than just renting. There's the cost — and problem — of coming up with the \$20,000 right now.

There is also a maintenance fee that will be assessed on each berth each year. On a 36-foot berth the fee is \$324 the first year. There is an increase of 10% for the first ten years, and 5% a year for the remaining 35 years.

The yearly cost of renting such a berth is \$2,592 for this year. If you buy the berth — with the available financing — it will cost a total of \$3,163 (including the maintenance fee). That's a reverse cash flow of about \$550. However, almost \$2,000 of that cost is interest, tax deductible interest. How much the tax deduction is worth to you depends on your tax bracket. At 50% the deduction is \$996, which means your net cost for a year would be \$2,167 — meaning you've come out ahead by \$425! Those in lower tax brackets (that everyone would be in the 50% bracket!) would come out a little less ahead.

It keeps getting better each year. By year five someone in the 50% tax bracket will be coming out \$1,200 a year ahead, by year ten they would be coming about \$2,500 ahead.

By year 15 a berth would cost a renter \$6,417 dollars a year; a sublesser just the \$802 maintenance fee. And you'd still have 35 years profitable to go on your lease. Sounds worth looking into from what we can tell.

Investors should note that not all slips are equal. Rather than being priced to sublet by the linear foot — as most berths rent — the presale berths 'sold' according to their square footage. What this means is that a bigger berth is costing you more — by linear foot — than a small berth. If you'd be purchasing a sublease to rent out, the bigger the berth the less well off you'd be. Unless, of course, the bigger berths auction off for a relatively lower price. In the pre-sale almost all tenants took the 36-foot berths.

cont'd on next sightings page



how big

See that little tiny thing on the end of the spinnaker pole? That's a full grown man. That's how big a maxi is.

The shot was taken by Mike Turner from the deck of Condor during this year's Antigua Race Week. A former San Franciscan

dock — cont'd

Speaking of renting a slip out, you are perfectly at will to do this at the "fair market price". Naturally if berth rates go way up, you'll do better with your investment than if they go up the predicted 10% annual rate. You are allowed to sell the sublease for whatever the market will bear.

Can you or someone else operate a business out of such a slip? Generally the answer is no, although there might be some individual exceptions made. It will be a case-by-case situation.

Although 96 berths have been spoken for by tenants, there were originally about 289 berths available for sublease. Here's the original breakdown of slips by size:

36-ft	101	65-ft	1
40-ft	67	70-ft	6
45-ft	23	90-ft	1
50-ft	65	95-ft	1
60-ft	24		

The auction for the slips will be held on August 20th, and will be conducted by Kennedy Wilson, Inc., a Santa Monica-based real estate firm.

For complete information on these berths, call (415) 397-9610 or write Pier 39, Box 3730, San Francisco 94119. The Pier 39 information center is located on the upper level of the complex on the east side. They are open from 10 to 7 daily, and will be happy to show you a model of the marina and new breakwater.

Those thinking about purchasing a 50-year sublease at Pier 39 should know that this December 260 berths will be sold at Marina Bay in the new Richmond Marina. Prices start at \$16,800 and include concrete floats, dock boxes, a clubhouse, private showers and heads, as well as washers and dryers. For information on the Marina Bay berths, call 620-0300.

the wrong place @ the wrong time

We at *Latitude 38* have never been in favor of smuggling dope, and have little sympathy for those who do and get caught in the act. Nonetheless, we figure it's our duty to warn potential smugglers that California is the wrong place and now is the wrong time to embark on such an endeavor.

There are two big reasons why. The first is that Attorney General John Van de Kamp recently announced that the state will begin a huge crackdown on drug importation. Normally such an announcement could be treated with little more than a yawn, because the state's resources to combat smuggling are so limited. But this time around it's a crackdown that will utilize the military's considerable surface vessels, aircraft, and sophisticated electronics resources. They're formidable, to be sure.

Ironically Van de Kamp said the program was necessary because a similar one in Florida has proven so successful that east coast smugglers have come west for safer working conditions. Perhaps you remember in last month's *Changes in Latitudes* that Robin and Peter on the *Freya 39 Jazz* said that on their way to Florida the radio was constantly alive with boats being boarded and checked for weed and coke.

For a long time such searches without reasonable suspicion were as worthless as searching a car without reasonable suspicion. In both cases the evidence found would be inadmissible in court, and invariably the cases would be dismissed. But that's no more the case with boats, which is the second reason why now is not a good time to try and smuggle dope.

The exact date of the big change was June 17, the day on which William Renquist lead a 6 to 3 decision in the Supreme Court that gives Customs officials the right to board and search vessels without any suspicion of illegal activity. The Court allowed that this was a "modest intrusion" of privacy and freedom. (Those who dissented, Justices Brennan, Marshall, and Stevens, thought it was a rather huge intrusion, and lamented that there are no safeguards from abuse).

is a maxi?

who now resides in Santa Barbara, Mike says that "Antigua is one of those sailing weeks that is better than the legends".

Condor would have been second in the series and third overall had they not been

cont'd center of next sightings page



MIKE TURNER

SIGHTINGS

what went right?

Every now and then you hear sailors complain that gear made for sailboats isn't very well made and tends to break down a lot. A fellow we know, Dan Byrne, loaded up his Valiant 40 with all kinds of gear recently and put it to the acid test, a 27,500-mile BOC Around the World Alone race. Here's how his boat and gear fared:

The boat: *Fantasy* is hull No. 1 of the Valiant 40 line. I bought it from its original owner, Alan Faye, in 1979. I sailed the 1980 singlehanded race to Hawaii in her as well as a number of other shorter singlehanded events. I was confident at the start that I had a fast, sound and eminently seaworthy ocean sailboat. Nevertheless, there was a nagging question: could *Fantasy* handle all that the Southern Ocean reputedly had in store for sailing vessels that ventured into its gray, hostile expanse?

I got the answer the first night out of Cape Town, off the Cape of Good Hope, the "Cape of Storms". A 70-knot gale rose rapidly out of an almost dead calm and battered the fleet. *Fantasy* had some superficial damage in the cabin. An older sail that was tied to the rail had its top three panels ripped out. The wind, notwithstanding the tiedowns, fanned the luff of the sail up the headstay on its hanks and shredded the cloth. Water got into the engine ignition switch, shorting it. The wiring burst into flame. I ripped it out and decided to return to Cape Town for repairs and to complete jobs that were not finished while I was in port before the restart.

At sea again, and a third of the way across the Indian Ocean at about 45 degrees south, it dawned on me that the boat had the stuff to make it. The rest was up to me. I never worried about the boat after that point, although I wondered at times how the rigging and mast stood up when *Fantasy* slammed into the short chop of the Tasman Sea and later the Gulf Stream. Throughout the voyage I never once thought the boat was about to broach or pitchpole. It had excellent tracking and directional stability, and responded readily to wind vane or electrical steering in all winds and seas.

Communications: My ICOM 720A ham radio performed flawlessly throughout the race. There was never a day that I was not in contact with another boat or a shore station. Ninety percent of the time I talked daily to both. The only time I could not reach the United States on ham frequencies reliably was in the Indian Ocean. But I talked daily with hams in South Africa and Australia. A Northern marine single sideband radio with an automatic tuner provided reliable backup communications. All the boats in the fleet had VHF, of course. Mine was an Intech. It performed well.

Masthead Fly: I went the 27,500 miles with the Windex. It stayed mounted and functioning in winds to 70 knots.

Sails: Paul Stanton's Stanton Sails of Marina del Rey made all my sails. I broke sheets, halyards and hanks but I never "broke" one of Paul's triple-stitched, seam protected sails. Aside from a small amount of chafe damage (my fault) on the foot of the main and on one headsail (again my fault), the sails performed flawlessly over the entire course.

Instruments: I had on loan Kenyon's Performance Data Computer (PDC), backed up by Kenyon analog knotmeters in the cockpit and at the nav station. All performed well over the entire course, except the wind speed function in the PDC. That failed on the last leg, but almost everyone else's in the fleet had also failed by then.

Steering: I had the *Fantasy*'s original Merriman Yacht Specialties pedestal steering, which is vulnerable to the exceedingly heavy stresses exerted on the system over the course of a Southern Ocean circumnavigation. I needn't have worried. It gave no problems, except for some stiffness that developed because I failed to lubricate the wheel shaft where it entered the pedestal. When I corrected that all went well.

cont'd on next sightings page



maxi —

disqualified for "a rather aggressive start with *Kialoa*" in the last race.

Mike summarized the Week by saying, "The races were very close, conditions ideal, and the bare-chested lady doing foredeck on class winner — *Riptide*, an Olson 30 — was the consensus winner for "best in fleet".

Antigua Race Week, of course, has become world famous for its hot and naked

what's against

You know the brokerage ads that appear in the back of the national boating magazines? Almost all of them are in violation of California Administrative Code. Carlton Moore of the California Department of Boating and Waterways explained that it is illegal for a yacht broker not licensed in California to have a brokerage ad appear in California.

We were pretty sure he was kidding. "Do you mean to tell us that a Florida yacht broker who runs a brokerage ad in the back of *Yachting* magazine is in violation of

right? — cont'd

Bottom Paint: Francis Stokes' *Mooneshine* and *Fantasy* both had International Paint's Micron 22 bottom paint. Not only did we not have any growth whatsoever on the hull in the entire circumnavigation, we didn't even collect slime. We hauled and inspected in Cape Town and Rio. Other boats did not fair as well. One racer was covered with blue barnacles in Cape Town. They had turned blue from ingesting the blue bottom paint that had been applied.

Winches: Non-self tailing Enkes winches were original equipment on my Valiant. I had not a single instance of winch failure throughout the entire voyage. They were disassembled and lubricated only once — in Cape Town.

Windvane: An Aries windvane was on the boat when I bought it. The only time it gave me a problem was when I did not keep up a regular schedule of lubrication.

Autopilot: I bought the Alpha Marine Systems autopilot for the 1980 TransPac and it was the one I used in the circumnavigation. I am a little hesitant to talk about this superb piece of engineering for fear of appearing to exaggerate. It is a phenomenal device. Again, both Francis Stokes and I had one, and we both marveled many times together at its reliability, capacity to steer in heavy seas, and its remarkably low power requirement.

Weatherfax: I had the Alden Marinefax IV on board. It provided excellent weather maps on the first leg to Cape Town. I did not use it much after Cape Town because the national weather services of all the countries we touched provided us with tailor-made weather forecasts that were radioed daily. Had these forecasts not been available to the fleet, I was confident that I had an excellent weather reporting instrument to rely on.

Clothing: Polypropylene long johns and pile clothing kept me absolutely warm and comfortable as far as 57 degrees south latitude, and in near freezing, very wet conditions. I used Chuck Roast and have nothing but the highest praise for their marine line of garments, including their booties, pile hat and mittens.

Foul Weather Gear: I had two suits of Dorlon foulies. I never took the second set out of the box. Designed with the help of Peter Blake, skipper of *Ceramco* in the Whitbread, this New Zealand product proved to be perfectly suited for the voyage. It is light, flexible, tough and absolutely waterproof. In nine months of use, it never ripped or tore. The one hole I had in it was the in the outside layer of material of the pocket. That hole was abraded by a pair of pliers that I habitually kept in that pocket.

Heater: I used the Dickinson Antarctic diesel heater. It worked well the few times I used it, but my pile clothing, which I wore constantly, provided sufficient warmth both topside and in the cabin.

Satellite Navigator: I used the NCS Meridian SatNav throughout the entire circumnavigation. Suffice to say I did not take a single celestial observation, although I had two Davis plastic sextants on board. These incidentally served me well in the solo TransPac and in the Guadalupe races, and I was without qualms in taking them as backups to the SatNav.

Radar Reflector: I used the Davis reflector. The first one I had blew away in 40 knots the first night out of Newport. Investigation showed that I had mounted it at the spreader improperly. A second Davis was put on in Cape Town and that lasted throughout the voyage — although I lowered it in the Southern Ocean because there was no shipping.

Electricity Generation: One lesson of the race for all contestants was the absolute need for backups for essential systems such as self-steering and elec-



MIKE TURNER

cont'd

hedonistic style of sailing and partying. The photo of the lady above, shocking her girlfriend by "cheating" in the wet t-shirt contest, is typical behavior for Race Week. And it's not some unwelcome invention of tourists; as Deputy Prime Minister Lester B. Bird said in the Race Week address, "I look forward to meeting you in the melee . . ."

the law?!?

California law?" Mr. Moore assured us that broker was indeed in violation of the law — as long as that *Yachting* magazine appeared in California and as long as the broker was not also licensed in California.

The Supervisor of Boating Safety and Regulations explained that Cal Boat's legal people and the state's administrative lawyers have gone over the law many times and have found no constitutional problems with it. The section prohibiting non-California licensed brokers from advertising in California

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right? — cont'd

tricity generation. Most boats suffered some form of power supply problems and *Fantasy* was no exception. Half way down the Atlantic enroute to Cape Town, my engine failed to start and I was without its alternator to charge batteries. This forced me to rely exclusively on my Solarcharger solar panels by Solec International of Hawthorne, California. I had four of them, each rated at two amps. They were mounted on steel tubing on the rails and on the stern pulpit so that they could be swivelled to track the sun. They provided all the electricity I needed to run my SatNav (24 hours a day), daily use of my ham radio, electrical autopilot and lights for almost 30 days and well over 3,000 miles. Solar would be my first choice for backup power in any future sailing — and I would make certain the panels were mounted so that they could be readily oriented towards the sun throughout the day. That capability easily doubles the electrical output of the unit.

— dan byrne

The preceding article originally appeared in the Singlehanded Sailor magazine and was reprinted with their permission. Copies of the Singlehanded Sailor are available by calling (213) 827-9764.

cruz screw

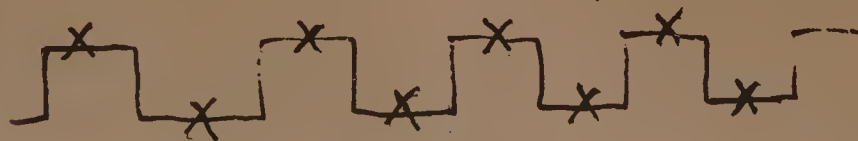
It was a typically great time at the Santa Cruz Harbor Festival and Boat Show way back on June 5th. One of the big events of the weekend was the



Screwing around at the Santa Cruz Boat Festival.

"Contraption" race in which the "boat" pictured above was entered.

She's called the *Human Screw* — after her means of propulsion — and was entered by Bill Lee. The hull is made of the mold of the Santa Cruz 40's and is powered by what contributor Shirlee Loftus describes as "sort of a square cockscrew".



The people in the boat grasp the screw with both hands at the x's, and push round and round. This caused the propellor to turn. No word if the *Screw* won or not.

law —

has been on the books as long as Mr. Moore has been with the Department, which is over ten years.

Apparently all during this period members of the Department have been fully aware that countless ads appearing in the national magazines have been in violation of the California code, but took no action until just a few months ago. What prompted the change was that a yacht broker in California began to complain because an out-of-state brokerage company — one of the biggest and most respected names in the country — started placing brokerage ads in *Latitude 38*. Cal Boat responded to the California broker's complaint by firing off a letter to the out-of-state brokerage that, in part, said:

"It has been brought to our attention that your company has been advertising as a yacht broker and/or listing vessels for sale in California. You are advised that these activities are illegal as you are not licensed to do business in California as a yacht broker."

"You are advised that any further activities as mentioned above may subject you to criminal prosecution."

The penalty for such ads appearing in California is a misdemeanor. However if the company's brokerage ads continue to appear in California — it makes no difference in what magazine — California will seek injunctive relief. Undoubtedly this is exactly what's going to happen, because this company in question has been taking out the inside back cover of a national magazine for their brokerage advertising for many years now. Located in the Midwest and away from big markets, they must advertise nationally.

Mr. Moore explained that similar letters were mailed to several other out-of-state brokerages, but he declined to identify them. We asked him why warning letters were sent out only to out-of-state brokerages that a California broker complained about. Wouldn't that constitute selective enforcement of the law? The spokesman shrugged the question off, indicating that's the way it's always been done at Cal Boat. However after several more phone calls on the subject, we were told that perhaps many more out-of-state brokers could expect to receive such warning letters, and that perhaps even the national magazines themselves would be notified that such ads were illegal. (The magazine that prints the ad is not violating any law, just the broker who places the ad).

Mr. Moore and Bob Seldon — the latter a spokesman for California yacht brokers — made several unsuccessful attempts to con-

cont'd

vince us the reason for such a law was to protect California consumers.

California is the only state in the Union that has a Yacht and Shipbroker's Act that regulates the selling of boats. To obtain a brokerage license in California a person must — among other things — have been a boat salesman in California for a year (at another brokerage), have a clear criminal record, and post a \$10,000 bond.

These not particularly stringent requirements, Mr. Moore and Mr. Seldon wanted us to believe, protect California boat buyers from unscrupulous sellers of boats. Historically this has proven not to be the case. In fact there are more glaring holes in this "protect the consumer" rationale than there is substance.

For example, there are no regulations preventing out-of-state dealers of new boats from marketing them to Californians. If the code exists to protect the California boat buyer, why only protect the buyer's of used boats?

Even sillier is the fact that new boat dealers in California don't even come under the Yacht and Ship Broker's Act. Mr. Moore explained the reasoning behind this was that new boat dealers "usually" have a showroom and inventory, and therefore are less likely to 'go south'. Broker's need to be more carefully regulated, he suggested, because all they need to be in business is a telephone and some listings.

This is a phony distinction. We pointed out to him that there are a number of people selling very expensive new boats in California who have no inventory and are simply operating out of their home or apartment. Mr. Moore acknowledged this to be the case. In fact, he advised us that the greatest number of rip-offs in California boat sales today are with new boats. The specific area of most trouble is with consumers buying 'spec' boats from Taiwan, and even worse, ordering a Taiwan boat here for delivery over there.

Another glaring fallacy in the "protect the consumer" argument is the \$10,000 bond. In this day of \$100,000 boats, it's not uncommon for big brokerages to have \$500,000 in deals pending. That's \$50,000 in deposits, with only a \$10,000 bond to protect it. More than a few times the bond required by Cal Boat has proven to be woefully inadequate to cover consumers.

It seems to us that before Cal Boat starts spending too much time and energy 'protecting' California consumers from boat dealers (just used boat dealers, mind you) in the other 49 states, they ought to concen-

cont'd center of next sightings page

it never rains in southern california: but watch out for the hurricanes

The weather phenomena known as *El Nino*, which many blame for \$7 billion in storm damage last winter, may severely affect weather in Southern California and Mexico this fall and early winter. So say several marine experts.

A representative of the National Marina Fisheries Center in La Jolla said that if the current warm weather situation continued, that Southern California should be "concerned with the possibility that one or more somewhat reduced hurricane-force storms hitting here in September or October". Normally the *El Nino* effect appears once every ten years and then disappears after six months. In 1957, however, it lasted for two-and-a-half years.

An oceanographer at Pacific Bio Marine Lab in Venice advised that the *El Nino* condition might persist longer than normal this time because it's stronger and more pronounced than usual.

Art Krueger of the National Ocean and Atmospheric Administration said Southern California waters would have to rise to 80 degrees before they could generate and sustain a hurricane. Right now the water temperature is in the low 70's. The warm water temperature is an important ingredient in the formation of hurricanes because it helps tropical storms gather energy; cold water dissipates energy.

It was the National Oceanic and Atmospheric Administration that estimated the current *El Nino* condition to have contributed to the deaths of over 800 people and the destruction of over \$7 billion in property.

Going south this fall? Keep an ear to the weather reports — and water temperatures.

shootin' the pier

According to the U.S. Coast Guard some boats have been unsuccessful in trying to transit the gaps between the abandoned sections of the Berkeley Pier. Although no boats have been lost, some have received substantial damage to their hulls.

Now it's a common sight on weekends for sailboats to cut between the end



LATITUDE 38/RICHARD

Shootin' the Berkeley Pier.

of the fishing pier and the first abandoned section. We've done it ourselves. You can try it, too, if you want. But if you smash your boat anywhere near that pier, it's your own damn fault. You've been warned!

delta gateway

In last month's Delta Gateway article there seems to have been some confusion about water depth at some harbor entrances. Here's a short review of who says what, as well as what "zero water" means.

Zero Water, according to Bill, the Supervisor at the Martinez Marina: All water depths on the chart indicate what level the water is at 'zero water'. This means if there's a minus tide of two feet, and the chart shows the entrance to be four feet, then there'll only be two feet of water. Conversely, if it's a high tide, you add that figure to the one on the chart to find out how much water is at that spot".

Crockett Marina, according to "Mike" as of July 1983: "At mean low water I would estimate the depth at the harbor entrance to be seven feet. The overall water depth within the harbor at low water is six feet. Beware of the outer edge and corners of the harbor, it gets shallow".

Glen Cove Marina, according to Loran Poston, harbormaster, July 11: "The water depth at the entrance is six feet at zero tide. But if you draw five feet and it's a minus tide like it was this weekend, you could run aground like two visiting boats did. I don't suggest any boat drawing over five feet leave or enter at a minus tide. There is a reverse eddy upon entering the marina during an extreme high or low tide — but more so on an ebb".

Martinez Marina, according to Bill: "We have started dredging as of June 13th, and as of today it is contemplated to be completed on July 22, 1983. There is now ten feet at the entrance at zero water. And a minimum throughout the harbor of seven to eight feet".

If this was true, Lynne Orloff-Jones asked him, why had a boat drawing five feet and following his instructions run aground on July 16? Bill's reply:

"That was probably me on the VHF, and that boat could well have been aground. That happens. Every marina, I mean every marina in the Delta, is silted due to run-off. We dredged in July of 1981 and it's already silted that bad, cause he had ten feet then".

Bill later reported that they had a Force 50 that draws seven feet come in and out of the harbor "on any tide position".

New Pittsburg Marina: As per a harbor employee who requested his name not be used: "The water depth at the entrance to the new marina at low water is six feet".

Old Pittsburg Marina, according to the same source: "I can't really tell you how deep the water is at the entrance — maybe ten feet, but not at low water. The depth does get real shallow by shore, maybe two or three feet. The old harbor was dredged a few years ago, maybe four, but they didn't dredge enough in some areas . . . I can't say why".

In regard to overnighting at the Old Harbor, this source said that there's one dock by the old gas dock that gets used for berthing during yacht club cruises.

sailboard traffic

The original version of the following letter was sent to the Commander of the 12th Coast Guard District. As the author notes, there is a growing problem that needs to be addressed before somebody gets hurt.

There seems to be a situation developing on our waters that will soon be out of control, with consequences resulting in property damage, personal injury and death. I refer to the overwhelming number of sailboards, of all types, sailing not just in protected waters, but out in the center of San Francisco Bay itself. On Saturday afternoon, July 9, 1983, there were more boards in operation between the Golden Gate Bridge and Alcatraz than I could count; I would estimate some 250 sailboards.

These boardsailors create quite a problem for commercial traffic, as well as other recreational sailors. For the most part, they have very little respect or knowledge of the basic Rules of the Road, let alone the racing rules. I suspect this is because so many seem to be new to the water with no sailing or

cont'd on next sightings page

law —

trate on doing a more adequate job right here in California.

The unfortunate fact is that right now the way the Yacht and Ship Broker's Act is being administered, it's doing a far better job of protecting California brokers from competition than it is California consumers from being ripped-off. And perhaps California brokers ought to ask themselves if they want to lead in erecting barriers against free trade.



one final

John Neal, author of the South Pacific Milk Run Series appearing in *Latitude 38*, will be giving a series of free movie presentations and not-free cruising seminars during

cont'd

With many of their customers coming from Oregon, Washington, Nevada, and Arizona, how would they like it if those states passed legislation not allowing California brokerage ads to appear unless they were licensed in each of those states? Ill-conceived — and administered — protectionism leads nowhere for brokers or consumers; somebody ought to put an end to it right now.

traffic — cont'd

yachting background. They are not really sailors. They are more of an extension of gymnasts. Speed is, of course, a basic problem. When one is going about 20 knots right down in the water and concentrating, it must be very difficult to make sound judgements, particularly regarding rules and other vessels in close proximity. Appreciation of the danger involved is not evidenced by most board operators.

By way of illustration, and what really got me thinking on this subject, last Saturday I was reaching across the Bay on my 53-ft yawl in 20 knots of wind and doing about nine knots through the water. There were several boards in



LATITUDE 38 SHIMON

reminder

the next two months.

The free movie is "Voyage to the Marquesas", which John says is simply the greatest.

cont'd center of next sightings page

close proximity, and those of us on *Dorade* rather enjoyed watching these quick, little machines and some of the spectacular spills involved in their activity. A lady gymnast came by us close aboard, on a parallel course and cut sharply across our bow. Her maneuver placed *Dorade's* sail plan between her and the wind, which resulted in her falling directly in front of a 45,000 pound yawl. We missed running over her by a few feet, and only because as she fell, I was already bringing *Dorade* up. I had a few seconds to see what

cont'd on next sightings page

SIGHTINGS

traffic — cont'd

was going to happen and anticipate as she went by us. We luffed up close to her in the water and she assured us she was okay. However, it will be a long while before I forget her ashen, white face peering out from a black wet suit. She came very close to being dead, and I am sorry to say that she probably doesn't really understand what happened and what her responsibilities as an operator were. Or mine. Regardless of right of way, if we had struck her, I would have found the rest of my life, and sailing enjoyment, very difficult.

Boardsailing is a fast growing sport that may very well inundate us. How many boards will there be in another year, five or ten?? Many boardsailors, of course, are quite competent and would not begin to fit into the situation I describe above. However, the vast majority appear to be learning and/or not competent operators. We have a problem and it is going to impact upon all of us who use our waterways.

This letter requires or asks for no action on your part, but simply is written to create an awareness. The Bay is for all and that includes boardsailors. There is a danger here that must be recognized, and solutions to the created problems before the fact, not after the fact. The fact will manifest in serious injury or death, and I don't want that to happen under my, or anyone else's, bow.

Robert C. Keefe
Larkspur

reminder —

It will be augmented by a slide show from his 23,000-mile Milk Run from the West Coast to New Zealand and back.

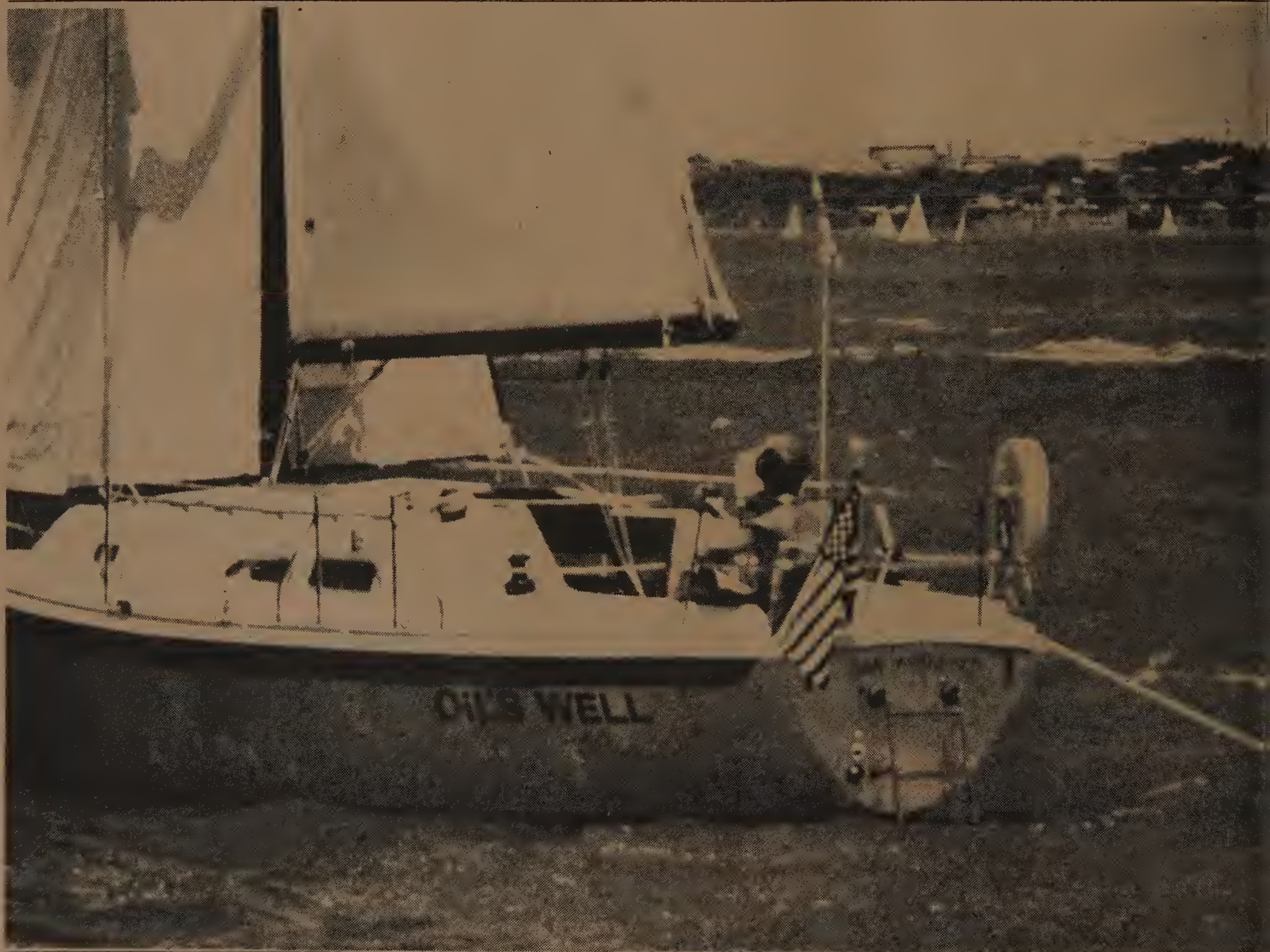
The free movie/slide presentation will be given at four different locations in California. They are:

August 9, 7:30 in San Francisco at Fort Mason; pick up free tickets from sponsor West Marine Products at any of their stores.

August 12, 7:30, at Portuguese Hall in San Diego; pick up tickets at sponsor Pacific Marina Supply.

August 18, 7:30, at the Pierpont YC in Ventura; the Island Hunter Bookstore is sponsoring, but no tickets are needed.

September 13, 9:30, at Joshua Slocum's Restaurant in Newport Beach; the sponsor is Minnie Chandlery, but no tickets are needed.



The nautical version of, "Go to your room!"?

cont'd

The two-day Offshore Cruising Seminars are highly acclaimed, but they are not free. It's \$85 per person, or \$125 for a couple. If you are going cruising, this might be an excellent investment. Times and dates are:

August 13 & 14, Holiday Inn, San Rafael.

August 20 & 21, Kona Kai Club, San Diego.

August 27 & 28, Pierpont School, Ventura.

September 24 & 25, Sea Scout Base, Newport Beach.

The stores that sponsor the free movie/slide presentations have complete information on the cruising seminars, or you may call Mahina Cruising Services at (206) 784-0187. If neither of those are convenient for you, write Box 21814, Seattle, Washington 98111.

houseboats & live-aboards

This month we had hoped to be able to publish much of the Bay Conservation and Development Commission's (BCDC) Staff Report on Houseboats and Live-Aboards. Unfortunately that document, which was prepared with the financial assistance of Ocean and Coastal Resource Management and the National Oceanic and Atmospheric Administration, turned out to be 50 pages long. As such, we'll only be able to summarize the report, which was released on July 8.

If houseboats, live-aboards, and Bay conservation are important to you, we recommend you get your own copy of the report. This can be done by calling Margit Hind at the BCDC office, 557-3686. Two times have been set aside for public comment on the report. One already took place on July 21; there will be another opportunity to address the issue on August 18th at 1:00 p.m. at the Visitor's Center of the Army Corps of Engineers Bay Model in Sausalito.

Some of the interesting facts/estimates presented in the BCDC Staff Report — some of which were simply pulled for reports of other governmental bodies — are as follows:

✓ According to estimates about 2,000 - 4,000 of the Bay's 19,000 slips are used for live-aboards. (This figure is not based upon any count, but rather the assumption that 10% to 20% of all boats on San Francisco Bay are used to live-aboard).

✓ There are about 600 houseboats on the Bay. The vast majority of them are located in Richardson Bay, with much smaller enclaves along the Oakland Estuary, in the Berkeley Marina, and other locations. Of these 600, only 424 of them are approved by the BCDC, all of them in Richardson Bay.

✓ Throughout San Francisco Bay it is estimated there are between 1,400 and 3,400 recreational boats that are being used as live-aboards. Of these just 40 have been approved by the BCDC, all of them in the Berkeley Marina.

✓ In addition, there are 70 to 120 "anchor outs", most of them in Richardson Bay. None of them have been approved by the BCDC.

The BCDC says all these liveaboards are not good, and they cited a number of reasons:

1. Live-aboards cause pollution, both in the form of raw sewage (many houseboats and a few recreational boats are hooked up to sewers, however), and "grey water" (shower water, dishwasher, etc.) that flows into the Bay.

2. Live-aboards cause problems with sedimentation — presumably just the houseboats that sit on the bottom — and adversely affect wildlife in such ways as blocking sunlight.

3. "The most serious conflict posed by houseboats and live-aboards," is that the public lands they are on are needed for other public trust purposes. (Public Trust is a vaguely worded concept open to a diversity of interpretation).

Given these findings, the Staff Report recommends that local governments should enact and enforce very specific houseboat and live-aboard requirements. This recommendation specifically mentioned Sausalito and Marin County, where everybody recognizes that 99% of the houseboat and much of the live-aboard issue is focused. Houseboats and live-aboards that can't conform — there are nowhere near enough slips for all the houseboats — should be "otherwise removed".

The recommended ordinances are specifically encouraged to include covering "anchor outs". The anchor outs seem to be a particularly irritating thorn in the side of the BCDC, because unlike houseboats and live-aboards at marinas, there is "uncertainty" just how much control the federal, state, and local governments have over them.

cont'd on next sightings page



LATITUDE 38°RICHARD

SIGHTINGS

houseboats — cont'd

The BCDC Staff Report suggests that no new facilities be built for houseboats or live-aboards except under very unusual circumstances — pretty much akin to hell freezing over — and even in such cases they should only be allowed for a period of five years.

The BCDC Staff Report was almost immediately assailed by Marin Board of Supervisors Al Aramburu, Harold Brown, and Robert Stockwell, none of whom have ever been especially pro-houseboat or pro-live-aboard. It's the supervisors' belief that the houseboat/live-aboard problem is one for local government, not regional government. Moreover, the three felt that the BCDC's untimely intrusion greatly jeopardized the "great cooperation" currently in effect between the approximately 50 government agencies working to resolve the bitter and more than decade-old battle over the northern Sausalito waterfront.

During the first public hearing on the report, attended by more than 200 interested parties, the BCDC's Michael Wilmar summarized the report by saying, "We are attempting to allow the current houseboats and other live-aboard vessels to remain under reasonable controls, but to prohibit their proliferation".

dawn sails again!

Dawn Gaston, the woman who spent 70 days lost at sea last year aboard the 36-foot ketch *D'Marie III* [Volume 66, December 1982], hasn't let that disastrous journey kill her desire to go sailing. She recently showed up at our offices looking tanned and healthy as a horse following a two-week crossing from San Diego to Lahaina, Maui. This was aboard the 68-foot Alden gaff rigged schooner *Tradition*, built in 1928. Following is her account of the trip:

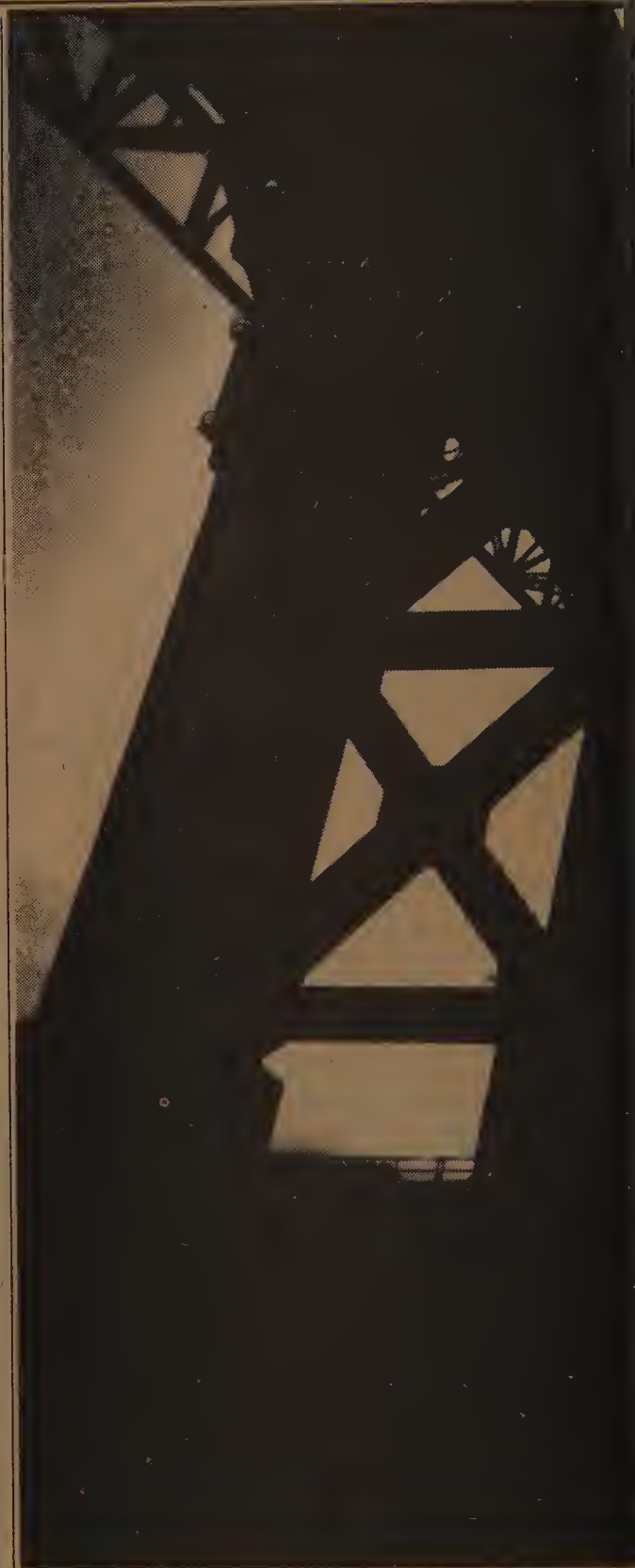
Phone call 11:30 p.m. June 10th from Bill Carber, navigator and good friend: "Can you cook for *Tradition's* sail from San Diego to



Dawn Gaston out on the Pacific again.

Lahaina, Maui in the Ancient Mariner TransPac?" The race had been cancelled due to lack of participation but *Tradition* was sailing anyway, trying to beat the record and cheered on by San Diego and Lahaina Yacht Clubs. Two days later, I was aboard and had finished stowing \$1,800 of provisions I'd bought in six hours at the local supermarket. Sailing out of the harbor, we passed the mark right on the gun. It was smooth sailing all the way . . . the usual one-man overboard was

cont'd on next sightings page



great

Isn't this some neat shot of the *Pride of Baltimore* racing *Wanderbird* beneath the Gate? It was taken by Greg Pease, and is one of the best sailing shots we've seen. There's great composition, beautiful tones, and the evoking of a powerful historical feeling. Superb!

In the *Letters* section this month the executive director of the *Pride* says the two

picya

Just moments before this issue went to the printer we received the results of this year's



GREG PEASE

shot

boats will race again on the Bay on Labor Day. However when we checked with Anna Sommer of the *Wanderbird*, things weren't quite so definite. When *Pride* returns the two boats will be tied up together, and they do want to race again. But as yet no firm date has been fixed and probably won't be until early August.

championships

Pacific Inter-Club Yacht Association cham-

• cont'd center of next sightings page

dawn — cont'd

retrieved thanks to a safety harness, and the token bang on the head with the boom was doctored by the M.D. on board. We also tore out the gollywhobbler.

Tradition had all new sails. We must have looked so spectacular with all sails full and glistening in the moonlight, screaming across the Pacific on a broad reach, her best point of sail. Especially the night of the "moonbow" — a rainbow in the pitch blackness that made a full arch on the horizon.

After my first disastrous voyage, the question I was most asked was would I ever sail again? My answer then was "Yes, with a good crew and a well outfitted boat". This cruise fit the bill. We had Loran, Weatherfax, two navigators, an M.D. and lots of *water*! I don't regret a second of it, except maybe the one when the anchor hit the water in

cont'd on next sightings page

BEAUTY & THE BEAST

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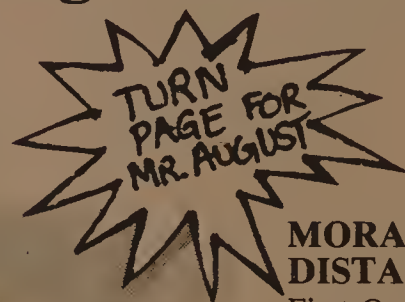
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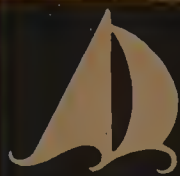
L.O.A.: 6'0"
DISPL.: 175'
CHEST: 40
EYES: BROWN
HAIR: BROWN

EXPRESS 27

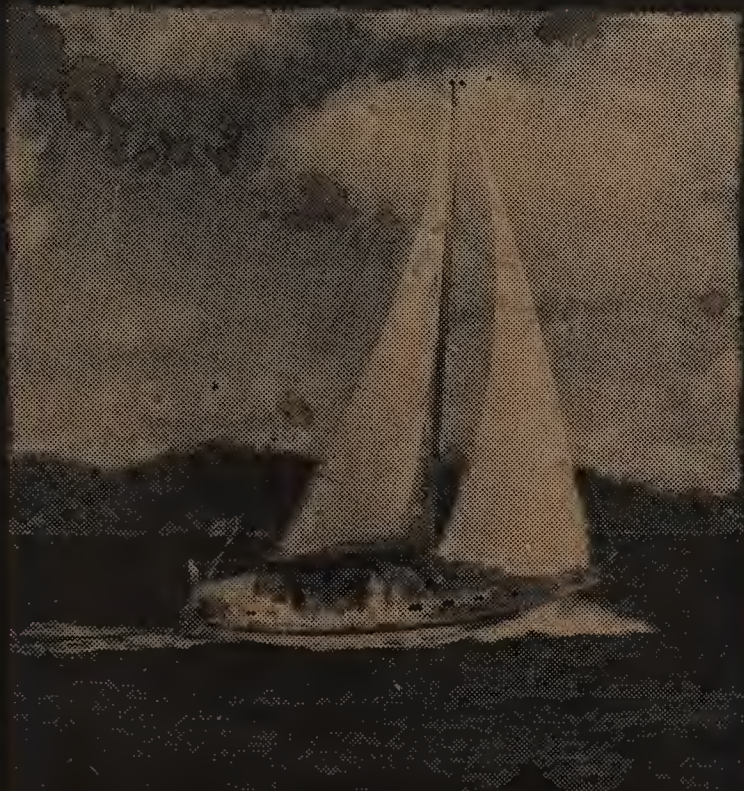
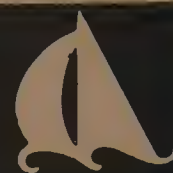
L.O.A.: 27'3"
L.W.L.: 23'9"
BEAM: 8'0"
DRAFT: 4'6"
DISPL.: 2450
BALLAST: 1250

PHOTO: PAULA BLASIER

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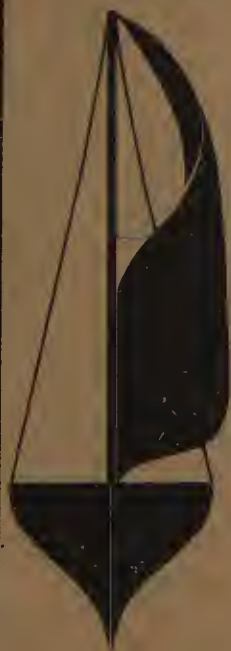
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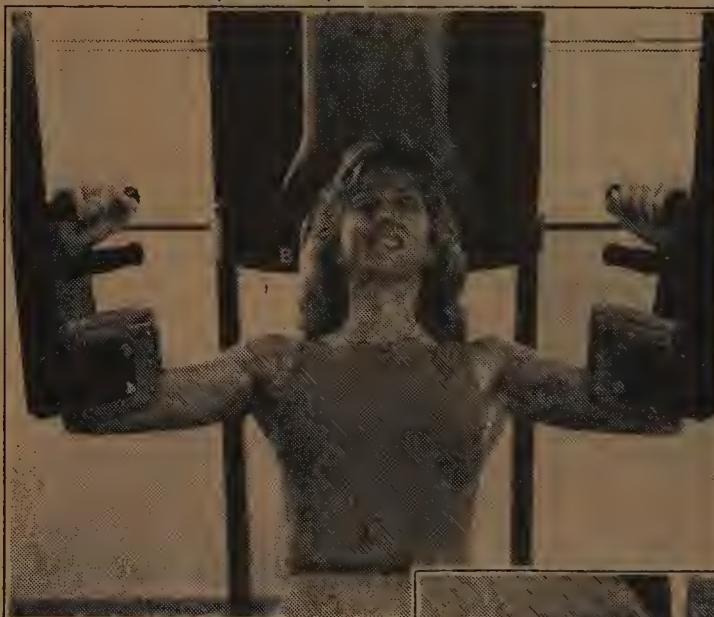
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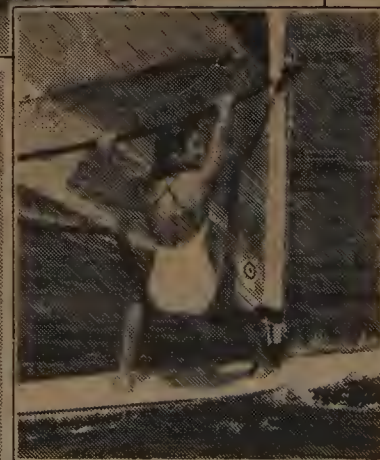
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SIGHTINGS

dawn — cont'd

Lahaina Bay. Fourteen days just seemed too short!

So what was it like doing a TransPac with seven guys? *Work*, but definitely a great time. I've never had so much attention in my life. I got teased a lot and slapped a few faces, but loved every minute of it. I'd rather sail with seven men than just one any day, as far as safety goes. There was plenty to do besides be the galley slave. I filled in on watches when needed, and the sail changing, race strategy, navigating and socializing were a never-ending source of entertainment.

Adventure is like a drug for me, a stimulant that confirms how great it is to be alive. Though my first cruise may have been a disastrous overdose, the sail on *Tradition* was a glorious antidote.

So, thank you *Tradition* and all of your crew: Rich Meyers, Joe Bartlett, Bill Carber, Dan Talbott, Bob Best, Dr. Skip Dossett and Mike Wheldon, for giving me the opportunity to do it right this time. A special thank you to Rich Meyers, the skipper of *Tradition* for the comfortable cruise and to Joe Bartlett for his persevering patience in teaching me celestial navigation and making the passage an even more

cont'd on next sightings page

picya —

pionships. The Richmond YC entries were the big winners.

Craig Healy drove Roger Hall's *Wings*, to a one second victory over Chuck Winton's *Chimo* in the Lipton Cup. Bill Twist's *Salute* had a big lead in the first running of the race, one that was called back after four miles.

Richmond's Jim Lindsey won the Larry Knight Perpetual Trophy in a Newport 30,

attention norwest

The Nor'West 33 Association is in the process of being regrouped, and is looking for the new/old/displaced owners of the following hulls: #2, whereabouts unknown. #3, recently sold, who is the new owner? #4 and #8, not in the Bay Area, where are you? #15, recently sold, who are you, new



cont'd

Top Gallant. Lindsey has not won the Larry Knight only twice in the last six years.

Up and coming Gordon Clute won the Chispa, sailed in Lasers, for the Richmond YC with three straight bullets.

Also with a perfect record was Jeff Madragali of the San Francisco YC, driving the Moore 24, *Hot Rod Lincoln*, to three firsts in the "Little Lipton".

33 owners

owner?

If you are interested in meeting new owners of your sister yachts and being part of the Association — if only by mail, write Gene and Dotty Haynes, #1, *Wither Thou*, Box 1312, Alameda, CA 94501.

**dawn — cont'd**

satisfying experience.

To *Tradition* and all of her crew — until our wakes cross again — "safe sailing my seven Swabbies, and God bless. Love, 'Snow White'."

Dawn now has plans to deliver a 38-foot cruising boat from London to San Francisco this fall. After that she wants to singlehand, competing in the 1984 Solo TransPac to Kauai. Not bad for someone who had never been on a sailboat 13 months ago!

everyone needs a hippo

You can get sailboats with washers and dryers, with microwaves and air conditioners. You can get sailboats with video players and deep freezes, with water makers and electric organs. We've even heard of one that had a putting green.

What we've never heard of is a sailboat with a swimming pool — and for obvious reasons. When the boat heels over half the water would spill out of the pool. And then there's the seemingly insurmountable problem of where to put the pool.

Well Zodiac, the folks who make inflatable boats, apparently solved all those problems. Their 'Hippo' portable swimming pool — or 'hydrodynamic playground' as they like to call it — is pictured at left — and it's portable. Much like an inflatable raft, it folds up into a nice little package and can be assembled just about anywhere — and that includes the middle of the Pacific Ocean!

Hippos take about an hour or two to inflate, and come with a five-year warranty. The biggest size — what boatowner would want anything but the biggest — runs about \$9,000, diving board included. Although it's not listed in the brochure, we're certain outboard motor mounts are available, which would transform any "hydrodynamic playground" into the world's biggest inflatable dinghy.

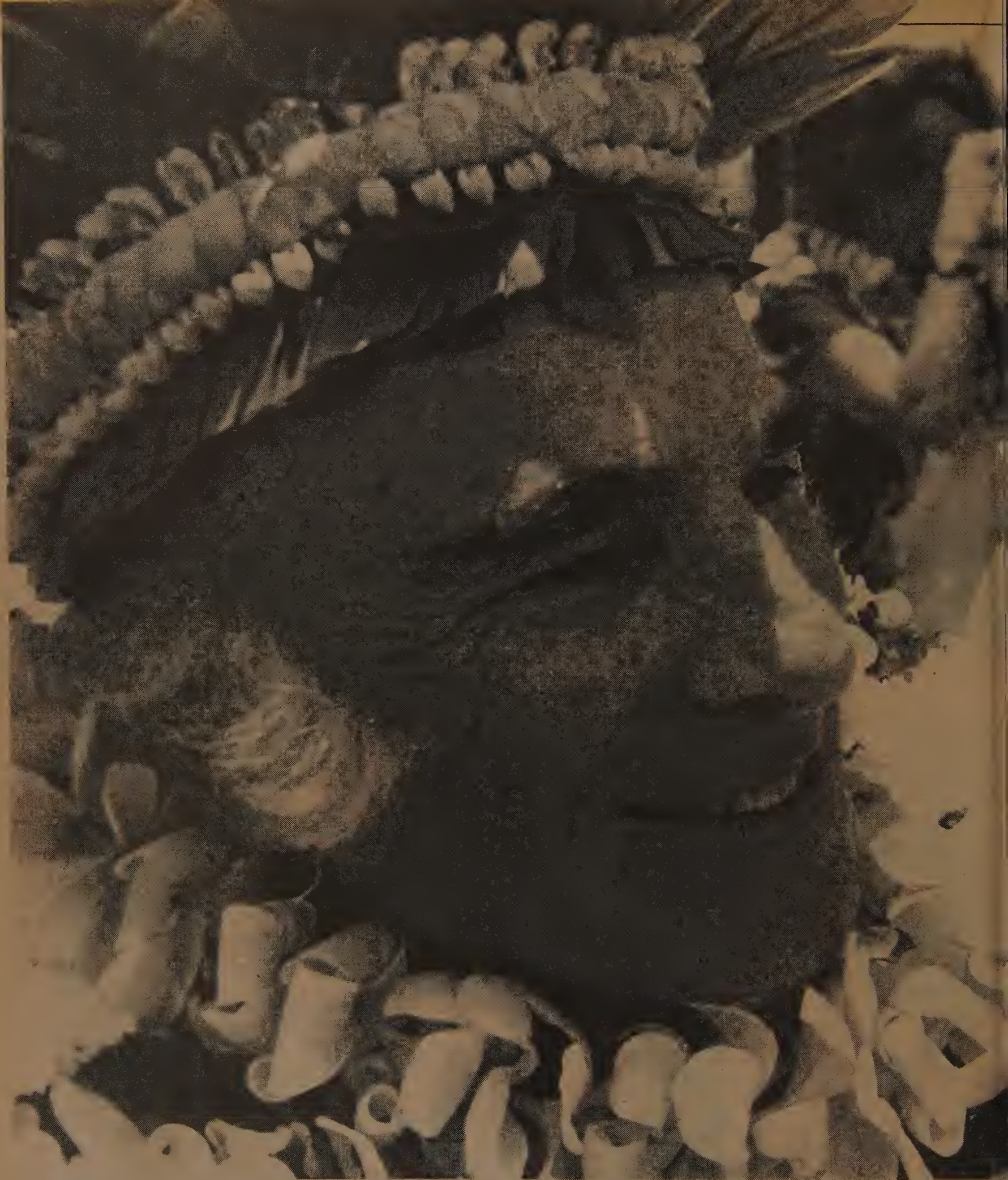
Do not delay, order your Hippo today. That way you'll be able to be the first guy in the anchorage with his own personal swimming pool.

for emergency use only

The Coast Guard recently announced that it would only respond to emergency search and rescue cases, leaving commercial towing operators to handle anything that wasn't life or property threatening. They also plan to crack down on boaters who misuse Channel 16, the hailing frequency emergency calls. Superfluous talk will subject the caller to fines of up to \$5,000 or revocation of the operator's license.

These get tough measures have been in the works for some time. Last year Congress ordered the Coast Guard to cut back its services as a cost-saving measure, and also not to interfere with private boating assistance firms. Several incidents occurred where boaters, who in the past could rely on the Coasties pulling them in, found themselves faced with a towboat captain who demanded a substantial price for his services. Some chose to wait, figuring that eventually another boat would come by or the Coast Guard would have to tow them in before they washed up on the rocks. As it stands now, Uncle Sam will only swing into action if no private firms arrive by sunset.

The crackdown on abuse of Channel 16 is a joint effort between the Coast Guard and the Federal Communications Commission. Noting that they have observed flagrant and illegal broadcasting on this channel in recent years, the Coast Guard will report anyone they can identify committing a violation. The FCC will then determine further action. The purpose of Channel 16 is to establish contact with another radio station before switching to a working channel to continue a conversation. It is also used in emergencies to contact the Coast Guard or other rescue agencies. Please don't abuse it.



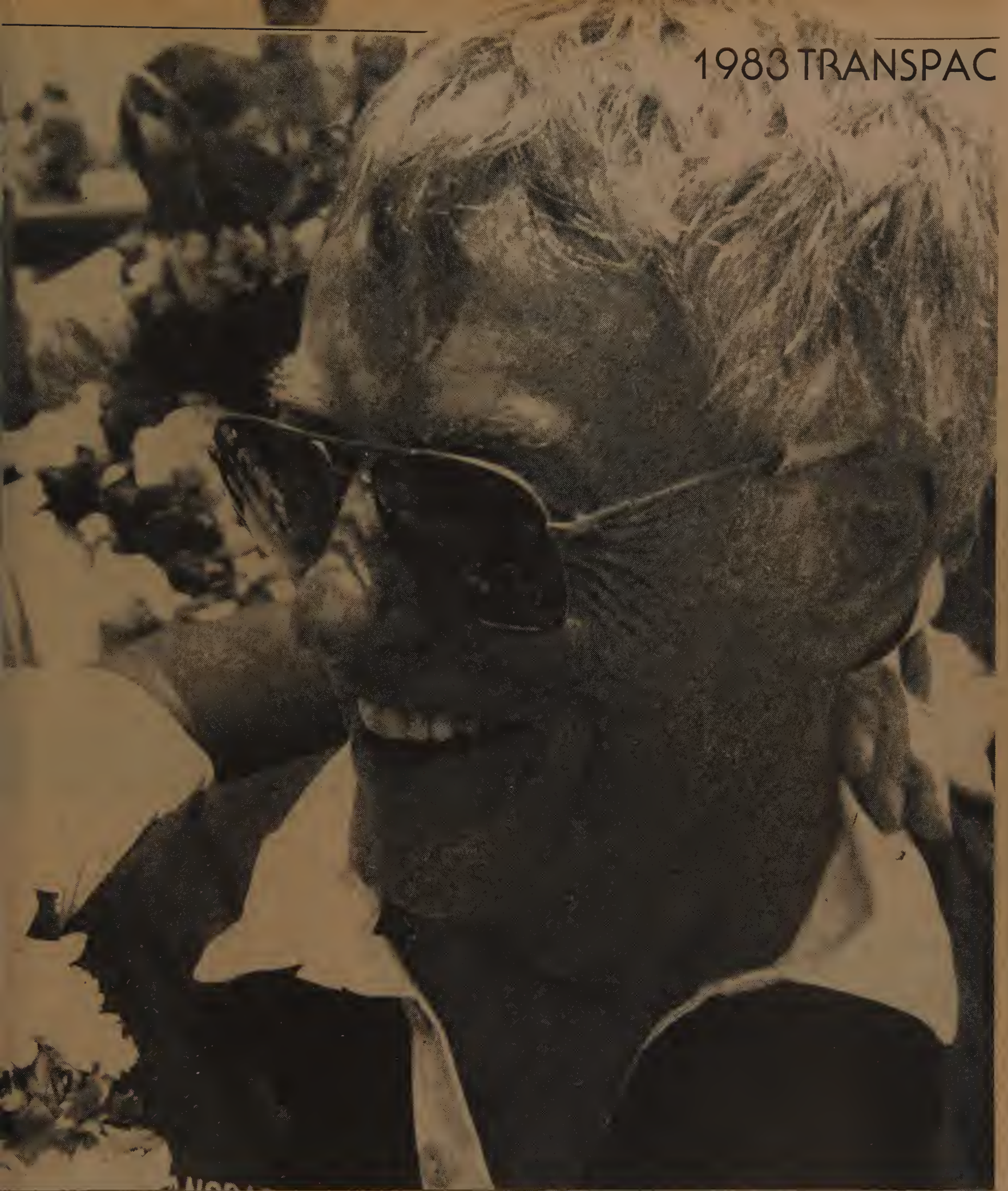
The 1983 TransPac will be remembered as the year that the Pacific High was supposed to move south but didn't; the year that the boats favored to finish first and correct out first didn't; and the year that Piedmont's Irv Loube — after seven attempts — finally won

the 2200-mile downhill slide from Los Angeles to Honolulu.

It was also the year that a speedy new star was born, the 67-foot ULDB *Charley* from the St. Francis Yacht Club, which led the fleet to the Diamond Head finish line in a

respectable — although not record-breaking — time of nine days, one hour and 53 minutes. Two hours later came the lead-laden *Merlin*. The Bill Lee designed 67-footer is the all-time record holder, and was sailed with spirit by another group of

1983 TRANSPAC



Bay sailors who gave *Charley* a healthy scare.

Veterans in the 66-boat fleet of previous TransPacs report this 76th running of the biennial classic to be a moderate air race. There was enough breeze to get everyone

finished in time for the post-race parties, but not so much as to bust up the boats up badly. There were, of course, casualties, such as the masts on Hank Grandin's Mull 36 *Tinsley Light* and John Landon's Santa Cruz 50 *Kathmandu*, plus the normal assortment of

cracked spars, bent poles and torn sails.

It was, in a sense, a classic TransPac, with the Pacific High setting up station north of the rhumb line. This was contrary to pre-race predictions that it would swoop south and create a mid-ocean "parking lot" as happen-

ST FYC

ed in 1979. Those who dove south to avoid that expected situation paid dearly for it; while those who swallowed hard and stayed on course reaped hefty rewards.

Once into the trade winds there was day after day of wild surfing. For the light boats — which numbered over half of the fleet — this is exactly what they were designed for. Charging off the ocean swells, the crews hung on while their steeds threw spray all around. "At night it was like sailing down a white tunnel," commented Rod Park, skipper of the Santa Cruz 40 *Shaman* and veteran of many TransPacs. "It was scary until you got used to it."

Even the heavier boats, designed for all around performance rather than just downwind sailing, reacted like race horses, hitting speeds close to 20 knots. In the squalls which sweep across the Pacific there were roundups and round downs, but after sorting everything out, the racers would again charge off towards the finish line at Diamond Head.

Class A

Before the start, the battle for line honors appeared to be a showdown between two speedsters built specifically for this race. The 68-foot *Saga*, designed by Nelson/Marek and built by Long Beach's Dennis Choate, had less sail area and more righting moment than the 67-foot *Charley*, a Ron Holland design built by San Diego's Geraghty Marine.

Saga was definitely a Southern California effort, manned by such capable sailors as Roy Cundiff, Ron Love and navigator Ben Mitchell. *Charley*, owned by Silicon Valley

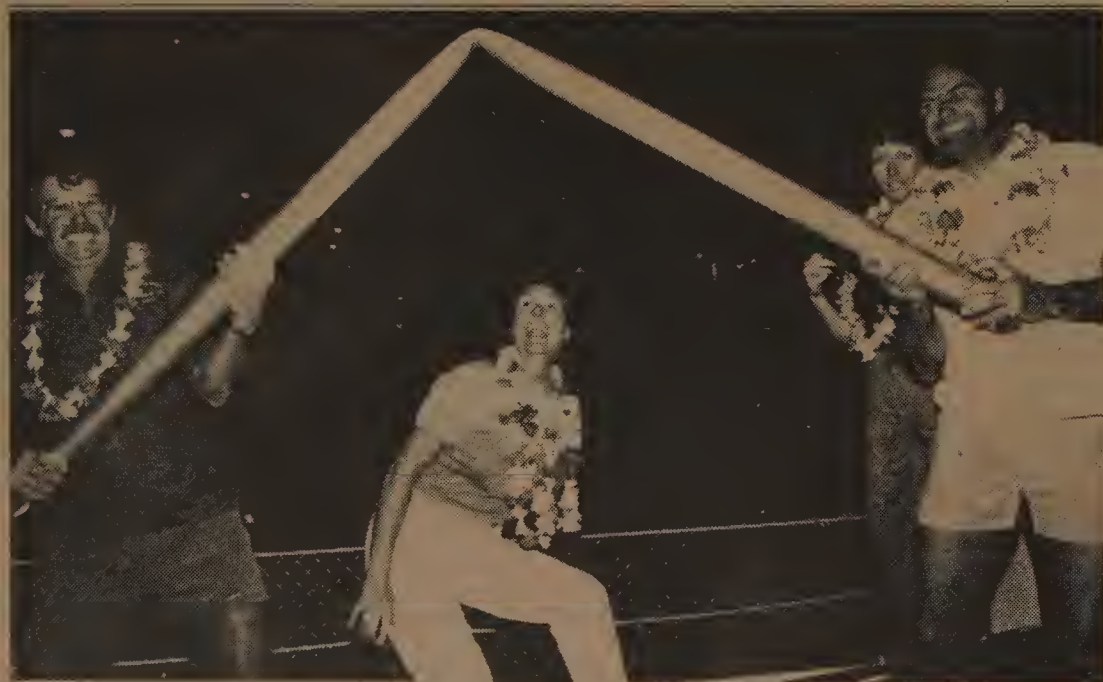
entrepreneur Nolan Bushnell, and sailed by veterans such as Steve Taft, Jon Andron, navigator Stan Honey and Skip Stevely was

definitely a Northern California campaign. Unfortunately, the two boats never got to really go head-to-head. Twelve hours into the race *Saga* retired, having broken her rudder. According to Ben Mitchell, the outer skin had come loose. They could have continued under emergency rudder, but Mitchell says they wouldn't have been racing, so why go on?

The gang on *Charley* had mixed emotions about losing their chief rival. It dramatically improved their chances of winning, but they'd been looking forward to slugging it out with *Saga*. As it turned out, they had their hands full with the 6-year old *Merlin*, which had taken line honors in both 1977 (in a record eight days, 11 hours, 1 minute and 45 seconds) and 1981. As a result of a rule change for this year's race, *Merlin* had to cut down her sail area and add 3,000 pounds of lead to bring her within the IOR rating limit of 70.0. With four big bricks of lead bolted to her deck, the classic speedster looked forlorn. It was sort of like putting Dolly Parton in a baseball catcher's outfit: without it she'd take your breath away.



Previous page, Irv Loube, left, and Clay Bernard. Above, *Bravura* negotiating the Molokai Channel.



PHOTOS BY SHIMON

With two days left to go, *Charley* had assumed the lead, but *Merlin* was still visible a scant three miles astern. "It was a full court press," said a disappointed yet satisfied Cliff Wilson, part of the Better Boating Syndicate which chartered *Merlin* for the race. On a reach it was obvious the older boat was still faster. She would bury her nose in a wave and green water would rush aft past the mast. But the extra weight gave her more momentum and she'd pop free and take off again. *Merlin* reported a top speed of 29 knots, while *Charley* maxed out at just over 21 knots.

With the most sail area in the fleet, light air dead downwind would be to *Charley's* best advantage, and that's exactly what she got the last day. Steadily she pulled away from *Merlin* and finished with a comfortable 30-mile cushion. Press boats, helicopters and spectator boats turned out en masse to watch the big blue sloop with the funny looking monster on the spinnaker surf her way down the Molakai channel to take the victory gun.

As regally as possible for a boat with a monster painted on her hull, *Charley* made her way to the head of "TransPac Row" on the 500 pier past the race headquarters and the Hawaii Yacht Club. After a mandatory check by agricultural inspectors — Hawaii is very restrictive about bringing fruit and vegetables into the state — the festivities began. There were flowered wreaths and headdresses, news persons with cameras and microphones, garbage cans full of mai tais, platters heaped full with fried chicken and fresh cut fruit. An extremely happy and excited Steve Taft joked — "Isn't this great?! We're here just five minutes and we've already all gotten lei'd!" Pretty soon the winner's dunking took place and the entire crew — Taft, Honey, Bushnell, Joe Keenan and his son Joey, Bruce Munro, Skip Stevely and Chuck Hawley enjoyed the fruits of their labor.

Obviously it was not just Honey's electronics that earned them a place in history. Andron and Honey are both world class 505 sailors and drove on *Drifter* in 1979; Taft has been sailing master on countless boats, including Dave Fenix's *Bullfrog* for the past year; Hawley took second in last year's solo TransPac; Stevely was part of Dave Allen's *Imp* crew. They sailed the boat hard and fast, recording three days of over 300 miles. The pre-race concern that the boat was too tippy failed to be a problem. They took only

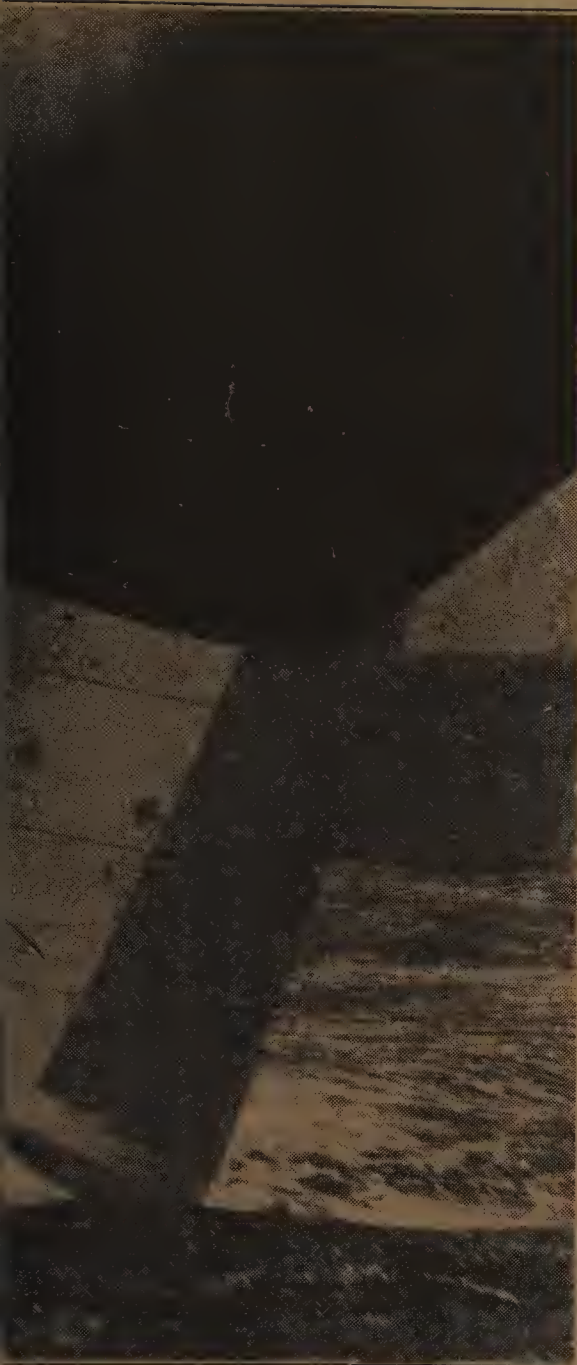
one knockdown which cost them about five miles. "She's tender," admitted Honey, "but she steers like a dream."

Merlin received an equally tumultuous reception. Family and friends adorned with red "Fast is Fun" t-shirts swarmed over her decks, pushing her already low topsides even farther in the water. Designer Bill Lee was there — dressed in his ubiquitous red socks — to offer his congratulations. For crewmembers Wilson, Dem Smith, Steve Doty, Carl Godtfredsen, and Bob Hall it was much more pleasant than their last TransPac

Nolan Bushnell's *Charley*.

finish. In 1981 they had nursed home the one-tonner *Troublemaker*, which had lost both its boom and rudder. Their only serious casualty this time was Bob Hall's shoulder, which dislocated during a knockdown and had to be put in a sling.

With the first-to-finish battle resolved, the rest of the fleet concerned itself with corrected time honors. Next across the line and eventual Class winner was *Oaxaca*, a Santa Cruz 50 chartered for the race by Leslie



While *Charley* dipped to the south, *Merlin* stayed closer to the rhumb line and actually led during the middle of the race. *Charley's* navigator, Stan Honey, who served the same role on *Drifter* when she was first to finish in 1979, gambled that the southern route would eventually pay off. Working with a special computer system he designed and programmed, Honey could tell both how well *Charley* was sailing through the water and how she was doing relative to the rest of the fleet.

Honey's crewmates referred to the navigation station as "the game room". The usual electronics such as SatNav and Loran were just the beginning. There was also a large blue box containing Honey's computer; a keyboard for inputting data; as well as a dot matrix printer for hard copies of weather maps, fleet positions and polar graphs of the boat's speed and related factors. "This has to be the ultimate in digital sailboats," owner Bushnell advised a local TV station after the finish. But what would one expect from the man who invented Pong and has made a fortune in video entertainment?

Leslie (that's right!) of Monterey. They too had plenty of talent and experience aboard. Topping the list was sailing master Harvey Kilpatrick and navigator Don Snyder, both of whom were on Merlin in 1977. Also aboard were, as Harvey put it, "some young kids who are excellent drivers".

Oaxaca was the first of the 11 Santa Cruz 50's in the race. She was also the lowest rating of the group by virtue of having shorter spinnaker poles and smaller chutes. These more manageable sails plus a special swept-back rudder gave her the ability to sail under control at all times, whereas the other 50's had their problems. Heavy casualties were Kathmandu which broke her mast, and Night Train, which had an intermediate shroud part. ("Actually," explained a Night Train crewman who flew in for the partying, "we were rescuing 30 blind orphans off a fishing boat. Just as we got the last one aboard the boats rolled into each other and the shroud broke!" Right.)

The big surprise in Class A was Whistlewind, a Farr 55 from Long Beach under charter to Michael Chopping and organized under the able hands of his brother Kerry. In the close reaching of the first portion of the race, the fractional rig sloop blasted along under main and jib, moving on the whole fleet. When the wind swung aft they just tried to hang on. Describing the race as "a Club Med cruise, except in the squalls" they ended up second to Oaxaca by two hours on corrected time. Half of that was lost during a

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Bombs Away Trophy

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BRUCE III No BOZOS

NATURAL III "MIKE'S MunchKins"

RON III LONGEST TIME HOLDING PERIS while Unstoppable

MIKE IIII 1/2 IIIII Trying To hard!!! MIKE 4:17.01

QUONAM III

"Kerry's Queens"

CLEAN MACHING ~~Any with that good match~~ **Rapid Transit** "Take the BUS CASE The DRIVING TO US" (DRIVING?) (19.98)

KERRY II IIII (Bulshit!)

TOO K III NOT Trying hard enough!

CRACK III helpless!

LARRY IIII IIII (You have to drive to get points!)

JOE

NEW HIGHS 26.2 **KERRY** 17.72

RON 15.2 12.12 18.35 (20+) **BUD** 17.98

KERRY 16.35 17.31 **LARRY** 16.45 19.78

MIKE 16.44 16.43 12.60 **TOO** 16.3

MIKE 16.11 17.44 12.60 **MIKE** 17.07 18.47 (NIGHT)

SUG 16.6 **WALT** 19.08

MIKE 19.57

"MASTER BLASTER'S"
20+ K. CLUB

TED **LARRY**

RON **MIKE** III

BILL **KERRY**

LARRY

from Jumpin' Jack Flash. This 50-foot Laurie Davidson-designed, fractional rigged ULDB was one of the stars at last year's Clipper Cup in Hawaii. There she had shown she could turn on the speed in windy conditions. A lot of people were scratching their heads, though, when on July 5th she reported being almost 60 miles ahead of Merlin, which was then leading Class A.

The score card from Class A runner-up Whistle Wind

landers were only out to grab headlines while they could to increase the boat's selling value. (A "For Sale" sign hung over JJ Flash's bow the day after she landed at Honolulu).

Why would it matter if Flash gave false position reports? The answer is that the TransPac race committee has rules against it, and could take punitive action. It was no surprise then, that the crew of Flash was a bit subdued when they arrived in Honolulu, despite being first-to-finish.

While various TransPac officials took a few crewmembers aside for questioning, reporters asked the others what had happened. Bill Martin of Ann Arbor, Michigan — the only Yank onboard — explained that they had great speed in the close reaching after the start, but got too far north. Their borrowed SatNav never worked and they had no Loran, so they had to rely on a sextant and dead reckoning for positions. Early morning cloud cover kept them from getting good shots for morning roll call. By the time skipper George "Woody" Woodruffe and navigator Alistair Shanks figured out their location, they had run out of wind. Hence the dramatic loss of speed.

In the end, Jumpin' Jack Flash was penalized, although not for sending in false position reports. She received a two-hour penalty for not having their measurement certificate onboard, which is a standing,



knockdown in a 40-knot gust, which broke the spinnaker pole.

Close behind Whistlewind was the Santa Cruz 50, Samurai, under charter to Roy E. Disney.

Class B

There was considerable consternation both ashore and in the fleet about authenticity and accuracy of the early position reports

One of Merlin's lead blocks. "KT" stands for "carats", not "knots".

Twenty-four hours later she had lost an unlikely 80 miles to the leaders.

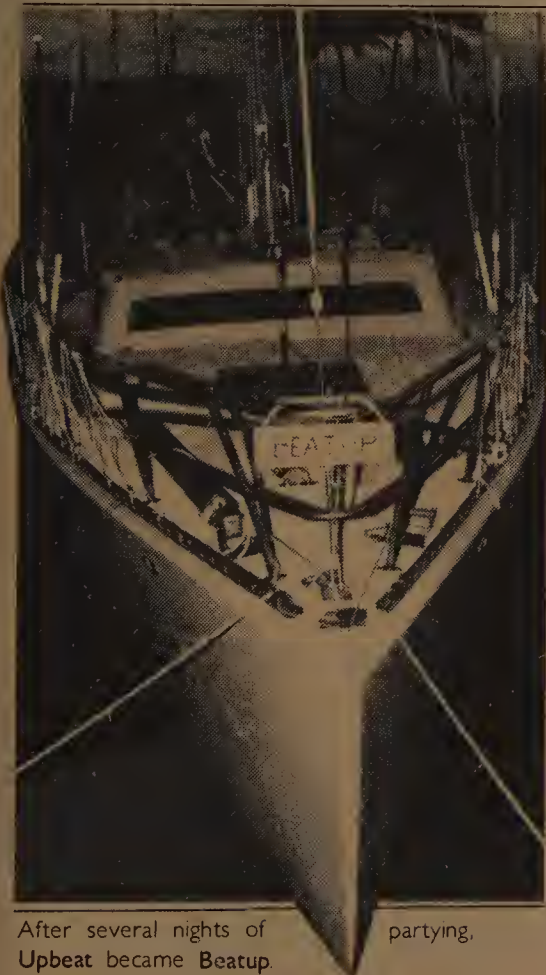
The crew on Charley, which had an automatic radio direction finder that locked in on each boat when they reported in, said Flash's data was total fantasy. They speculated, as did others, that the New Zea-

although hardly well enforced — requirement of the International Offshore Rule (IOR).

Second to finish, and eventually to correct out first in Class B, and second in fleet, was Clay Bernard's Davidson 50, *Great Fun*, from Pt. Richmond. They were glad to be ashore, having pushed themselves extremely hard for 10½ days.

Using the Honey computer system also, Clay developed a "what goes down must come up" philosophy in regard to the Pacific High. He said the reports he was getting from the National Weather Service were totally wrong. On July 5th, for example, he got a map from the NWS which put the Pacific High at 130 degrees west longitude, and had it moving due south towards the rhumb line. Clay figured the weather man must have gotten back from his Fourth of July holiday and wanted to play a trick on the TransPac sailors! *Great Fun* refused to take the bait and stuck to the shorter rhumb line course. From then on they relied on weather from the Navy Oceanographic office in Honolulu.

Besides making a good navigation call,



After several nights of partying, Upbeat became Beatup.

partying,



Fun was stacked with hot drivers. Led by Dave Hulse, who won the TransPac on *Chutzpah* in 1975, Steve Fletcher, who won on *Chutzpah* in 1973, Rhett Jeffries, a New Zealander with time on maxis *Condor* and *Midnight Sun*, and Jim Pugh, a veteran of many IOR campaigns, the seven helmsmen kept the boat heated up all the time. "The boat's undercanvassed," said Hulse, "so we never had to worry about being overpowered." Clay estimates they jibed 20 times on the last day, trying to sail in the best angle at all times. Their top speed was 23.9 knots, which occurred while Clay was on the radio; he could barely hear anything over the noise of the water rushing past the hull.

Great Fun's greatest moment of concern occurred before the race, when Jeffries went up the mast for one last check. He felt something stick his arm, and looked down to discover a razor blade knife in the bosun's chair had slashed his elbow. With a half hour until the start there was blood all over the deck! They managed to get a doctor off a nearby boat while Clay and Hartwell Jordan loaded xylocaine into needles. The doc sewed Jeffries up, and they made the start on time. Clay took the stitches out in mid-ocean and all that was left by the time they reached Honolulu was a neat two-inch scar. (Clay's getting good at mid-race doctoring. During last year's Clipper Cup crew Leon Daniels suffered a cut on the Around the State race that required ten stitches).

It's interesting to note that the top finishers in Class B were heavier IOR displacement boats. Following *Great Fun* came John Arens' *Tomahawk*, a Frers 51 from Newport Beach. The majority of the 18 boat class —

Meet the press with, left to right, Nolan Bushnell, Bruce Munro, Joe Keenan, Steve Taft, Skip Stevely and Stan Honey.

the biggest in the fleet — was made up of ultra light displacement boats (ULDB's). Most numerous were the Olson 40's (eight) and Bill Lee's Santa Cruz 40's (four). The highest finisher of their type was *Revenge*, Wayne Willenberg's Olson 40 from Los Angeles.

Considering the advantage IOR boats have in this race — the TransPac race committee has heavily handicapped ULDB's for the past ten years — it's not surprising to learn that *Revenge* had been "bumped". "This means her hull altered with small bumps at measurement stations to give her more of an IOR hull shape. "They've come down so hard on the ULDB's," commented Mark Bidelman of the stock Olson 40 *Notorious*, "that now the IOR boats have an unfair edge."

For most of the 40's, then, it was a boat-for-boat race. "Team Olson" ended up with 4th, 5th, 7th and 8th positions in class, while "Team Santa Cruz" took 6th, 9th and 11th. Designer George Olson, crewing on *Outrageous*, was pleased with his fleet's performance, saying, "They did what they were supposed to do: steer easily and go fast." It took George half the race to get out of the designer/boatbuilder mind set. Once he did, though, he found he really enjoyed it.

This was Olson's fourth TransPac. He's done it on a Cal 36, a Cal 40 and in 1973 he went on one of the first ULDB's, Rod Park's *Panache*. George and Bill Lee built the

40-footer to the existing TransPac rules, but shortly before the start the Race Committee changed the rules and many feel screwed *Panache* out of a victory. George swore he'd never do a TransPac again, but when people started asking him to build a "TransPac 40" for this year's race, he relented.

First though, he wrote a letter to the committee and asked them to spell out exactly what was legal and what wasn't. He thought he had everything in order. But sure enough, once he started building boats, he again ran into hassles. The committee wanted both the Olson 40's and Santa Cruz 40's to meet minimum scantling requirements, which meant the boats had to have extra work done on them. "I don't see why they singled us out," said George. "Why didn't they go after Dennis Choate's boats? They're the ones that broke (*Saga* and *Wall Street Duck*). Ours did just fine."

Class C

The big question after *Great Fun* finished in the early morning hours of July 13th, was whether fellow Pt. Richmond entry *Bravura*, Irv Loube's Frers 46, could save her time and assume the overall fleet lead. Clay Bernard seemed to think the wind was dying, but shortly before noon the navy blue and white sloop came roaring down on the finish line with over an hour to spare.

Surfing on the swells of the Molokai Channel, *Bravura* hit speeds of up to 19 knots. A few miles earlier near Koko Head they had a terrifying moment. The winner of Class B in 1981 kept going up and up on the face of one wave, until a yawning trough opened up in front of them. "We heard the driver say, 'I don't think we're going to make this one'," recounted crewman Dan Newland. "It looked for a second like we were going to



bury our nose and roll over. Luckily that didn't happen. It was gnarly out there!"

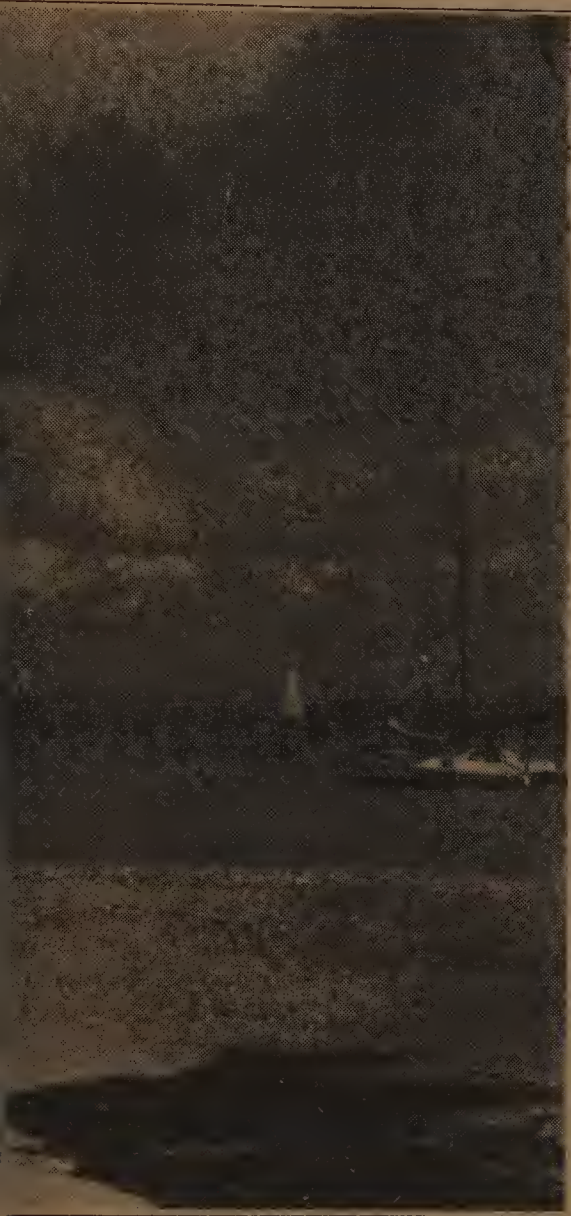
The crew expressed great satisfaction sailing with Loube, who had high praise for all his troops. The Piedmont attorney was especially pleased with navigator Glen

Above, the beach at Waikiki. Left, Dave Shoemaker gets the winner's reward.

Utgaard of Seattle, a veteran of the 1978 Victoria-Maui race; the 1979 TransPac, and the 1978 Clipper Cup. Glen called the rhumb line course shortly after the start. He saw that the high pressure zone was scattered, but spotted no new systems moving in from Japan to prevent it from reforming. And it did reform. By being one of the northernmost boats, *Bravura* saved themselves having to sail many extra miles.

Much credit also went to Ron Bartkowski, who helped build *Bravura* at Choate's yard in 1981 and then became the boat's caretaker. After two seasons of sailing the boat hard — and in 1982 extremely successfully — she was beginning to show wear and tear. Ron put his experience to work, redesigning and rebuilding the interior. He tied the keel, chain plates and mast step into one main frame, added longitudinal stringers, and took several hundred pounds out of





the bow and stern. The result is an extremely roomy belowdecks area and much improved handling. "This boat is amazing," exulted Dave Shoemaker. "It sure doesn't handle like an IOR boat!" Dave was one of the four primary drivers along with Bartkowski, Nick Gibbens and Dan Newland. Ned Johnston, Gary Walters and Leon Daniels filled other slots onboard.

The crew consensus is that Loube runs a first class operation all the way. If the boat needed some new gear, they got it with no hassles. There was no booze or drugs onboard, which Shoemaker said kept everyone concentrated on going fast and doing well.

Around the time of *Bravura's* arrival, activity along TransPac Row began to pick up dramatically. Until then, observers had noted that the race parties had been somewhat dull compared to previous years. Certainly they had been nothing like the days when the big boats such as *Ticonderoga*, *Queen Mab* and especially *Windward Passage* would blow into town and the harbor would fill around the clock with champagne drinking revelers. Some of the luster

has seemingly worn off. TransPac used to be the only big yachting event in town, but now it competes with the Pan Am Clipper Cup, held in alternate years. This year, too, the press had a harder time getting out to see the boats finish. The explanation given was that the organizers had spent money that normally went to furnishing press boats on refurbishing race headquarters in the Ala Wai harbor. Whatever the reason, it made getting the story and pictures much more difficult for all the media.

With more boats in and others arriving every few hours, however, spirits picked up. Each new vessel brought shoreside supporters with food and flowers. Gladys's Lei Stand and the Waikiki Surf Club food concession soon had a booming business. Local residents and boat groupies went from party

Also broken were a pair of spinnaker poles, a headfoil and the steering system — the latter of which was repaired enroute.

Hardly as bruised, but nonetheless eager to recount their adventures, were the sailors on *Immonette*, Jim Cottrell's Frers 46 from the St. Francis YC. "We were manly men doing manly things," crowed the skipper from the bow pulpit, mai tai in hand. Theirs was a relative luxury cruise, equipped with a freezer and cooler compartment. They feasted on lasagne, steaks and tetrazzini, and drank cold beer and champagne. "The worst moment was when the cole slaw spilled on one of the bunks," reported John Dukat, disconsolate at the recollection. Despite — or perhaps because of — such fine treatment, *Immonette* managed a respectable sixth in Class C and 28th overall.

Class D



Keeping track of the fleet at TransPac headquarters.

to party until they collapsed or had to go to work.

Each new boat also brought more tales of adventure from the high seas. *Heat Wave*, a Davidson 44 from Long Beach, came in fourth in Class C and 21st overall, but easily topped the fleet with mishaps. Red-eyed crewman Hank Scofield told of trying to release the spinnaker guy, when it suddenly let go, both breaking his finger and hitting him in the nuts. The next night he came up the hatch to help during a jibe and got knocked out by a flying block and tackle.

Just as *Great Fun* had sweated out *Bravura's* arrival, Loube had some anxious hours waiting for Class D leader *Skysail* to finish. Owned by Robert Grant of Santa Barbara, the Kaufman-designed, Choate-built 40-footer had a little less than 19½ hours within which to cross the line and take fleet honors. For Loube it was reminiscent of 1981, when *Bravura* stood first on corrected time until the smaller entries *Sweet Okole* and *Audacious* saved their time to end up 1-2 overall. This year, though, Irv's ship came in and *Skysail* didn't, the latter ending up first in Class D but third overall.

Scoring an impressive second in class and fourth in fleet was the Davidson 41 *Libalia Too*. Owned by Honolulu's popular Art and Libbie Kamisugi, she received the most

1983 TRANSPAC



Libbie and Art Kamisugi, lower center, unwind after placing 4th overall.

spirited reception by the hometown fans, including a dunk in a hot tub placed in nearby powerboat's cockpit. Most impressive was *Libalia's* ability to overcome both a broken shroud and boom, and still do so well. The former was replaced by a spinnaker halyard, guy and sheet supported by the reaching strut. The latter was splinted with the faulty boom vang hydraulic tube and a spinnaker pole, both of which broke in half and were again splinted on with yards of line. "It was

kind of scary as we jibed through the squalls," commented one crew member.

Bay Area boats also performed admirably in Class D, with Jim Denning's venerable Cal 40, *Montgomery Street*, snagging fourth in class and seventh overall. This was the boat's seventh TransPac. Unfortunately the crew was too far into the mai tai's when the time came for our on-the-dock interview, but they did a terrific job.

Right behind them in both class and fleet was *Winsome Gold*, a DuBois 42 which

owners Vincent Berzins, Lambert Thom and Jim Seagram recently bought used and imported from England to San Francisco. To turn in such a sparkling performance in their first major race is truly amazing, however. Their trip lacked certain amenities, "IOR boats are so uncomfortable," exclaimed one crewman ashore. "We lived like pigs in shit for two weeks!"

The big disappointment in Class D was the breakdown aboard Jim Robinson's *Wall Street Duck*, the Schumacher 38 built by Dennis Choate and sailing for the St. Francis YC. Its rudder — which was built side-by-side to *Saga's* — broke just below the waterline, when they were 500 miles into the race. Skipper Chris Corlett of Oakland reported they had turned in a 240-mile day before that, and were in good position to take at least class honors. After the accident they rigged their emergency rudder and continued under twin headsails, still managing to average 6.4 knots. Corlett felt good about being self-sufficient; after crossing the finish they refused a tow and sailed into the harbor unassisted.

Perhaps the spirit of TransPac is best exemplified by the experiences aboard *Zamazaan*, the Farr 52 chartered by a syndicate from Sausalito. Led by Bruce Easom, perennial YRA champion in his Cal 29 *Champagne*, they were a group of male buddies who wanted to win, but the same time they wanted to enjoy themselves. Their boat was a proven — winner of Class A in 1981 — if not tried thoroughbred. They broke their jib and spinnaker halyards, which meant several trips up the mast for Peter English, a banker.

Unshaven and bleary eyed from the trip, English stood on the deck of *Zamazaan* at Ala Wai. He explained that his job was the easy one; the tough part fell on the skipper, who had to try and keep the boat level so as not to pitch English into the rolling Pacific. Everything went okay, but sleep was a scarce commodity the last few days of the race. English lay in his bunk listening to the sounds of the boat, praying everything would stay together until they reached Hawaii. Crew morale sank. The "experts" — by virtue of their greater sailing experience — were having trouble.

"What made it special," said English, his voice tinged with emotion, "was that the other guys, the ones who weren't 'pros', took the initiative to go below and cooked us up a great meal. It was a real team effort. It was great."

— latitude 38 — svc

1983 TRANSPAC RESULTS

BOAT	TYPE	MASTER	CORRECTED TIME	CLASS	FLEET
CLASS A					
<i>Oaxaca</i>	S.C. 50	<i>L. Leslie</i>	8:07:46:01	1	9
<i>Whistle Wind</i>	Farr 54	<i>M. Choppin</i>	8:09:45:13	2	14
<i>Samurai</i>	S.C. 50	<i>R. Disney</i>	8:10:05:15	3	16
<i>Charley</i>	Holland 67	<i>N. Bushnell</i>	8:11:34:01	4	23
<i>Upbeat</i>	S.C. 50	<i>D. Ayres Jr.</i>	8:11:57:26	5	25
<i>Miss Maglc</i>	S.C. 40	<i>W.J. Wilson</i>	8:13:57:05	6	29
<i>Octavia</i>	S.C. 50	<i>S.B. Kett</i>	8:13:57:26	7	30
<i>Merlin</i>	Lee Custom 68	<i>B.B. Syndicate</i>	8:15:35:44	8	35
<i>Earl of Mar</i>	S.C. 50	<i>Ettinger/Rhodes</i>	8:15:40:52	9	36
<i>Ragtime</i>	Spencer 62	<i>Durgan/Myers</i>	8:18:54:03	10	45
<i>Chasch Mer</i>	S.C. 50	<i>R. Parker</i>	8:19:54:18	11	47
<i>Raider</i>	S.C. 50	<i>D. Clothier</i>	9:00:45:59	12	52
<i>Incantation</i>	S.C. 50	<i>D. Ratner</i>	9:01:12:27	13	54
<i>Saga</i>	N.M. 68	<i>Baker/Berkus/Choate/Writer</i>	0:00:00:00	wd	
<i>Night Train</i>	S.C. 50	<i>J.R. White</i>	0:00:00:00	wd	
<i>Kathmandu</i>	S.C. 50	<i>J. Landon</i>	0:00:00:00	wd	
CLASS B					
<i>Great Fun</i>	Davidson 50	<i>C. Bernard</i>	8:00:32:48	1	2
<i>Tomahawk</i>	Frers 51	<i>J. Arens</i>	8:05:08:43	2	5
<i>Jumpin' Jack Flash</i>	Davidson 50	<i>G. Woodroffe</i>	8:08:43:02	3	11
<i>Revenge</i>	Olson 40	<i>W. Willenberg</i>	8:09:27:42	4	12
<i>Notorious</i>	Olson 40	<i>S. Pine</i>	8:09:43:03	5	13
<i>Mimi B</i>	S.C. 40	<i>W.J. Wilson</i>	8:10:33:53	6	18
<i>Spellbound</i>	Olson 40	<i>L. Fox</i>	8:11:02:41	7	22
<i>Prime Time</i>	Olson 40	<i>R. Lund</i>	8:11:26:09	8	24
<i>Shaman</i>	S.C. 40	<i>R. Park</i>	8:11:47:10	9	24
<i>Zamazaa</i>	Farr One	<i>Zamazaa Syndicate</i>	8:12:52:41	10	27
<i>Magic Touch</i>	S.C. 40	<i>W. Colahan</i>	8:14:50:01	11	32
<i>Prima</i>	Olson 40	<i>K. Simmons</i>	8:16:43:18	12	39
<i>Apple Pie</i>	S.C. 40	<i>L. Schechter</i>	8:17:07:29	13	40
<i>Skimmer</i>	Olson 40	<i>B. Simpkins</i>	8:17:08:28	14	41
<i>Nalu IV</i>	Lapworth 48	<i>Green/Jessie</i>	8:18:28:08	15	44
<i>Outrageous</i>	Olson 40	<i>Dreager/Linkemyer</i>	8:20:29:14	16	48
<i>Aorangi</i>	Cus. Lapworth 1	<i>W. Hoffman</i>	8:22:43:46	17	50
<i>Pusillanimous III</i>	Olson 40	<i>R. Alexander</i>	9:10:11:40	18	58
CLASS C					
<i>Bravura</i>	Frers Cust. 46	<i>I. Loube</i>	7:22:55:15	1	1
<i>Marishiten</i>	Takai 45	<i>K. Takeda</i>	8:09:55:52	2	15
<i>Timber Wolf</i>	Farr 38	<i>L. Atkins</i>	8:10:43:04	3	19
<i>Heat Wave</i>	Davidson 44	<i>D. Pennington</i>	8:11:21:48	4	21
<i>Uin Na Mara III</i>	Farr Custom 42	<i>Barnhart/Page</i>	8:12:17:21	5	26
<i>Immonette</i>	Frers 46	<i>R. Cottrell</i>	8:12:59:15	6	28
<i>Amante</i>	Choate 48	<i>M. Richley</i>	8:14:04:28	7	31
<i>Annabelle Lee</i>	Peterson 48	<i>Cal Maritime Racing Team</i>	8:14:56:36	8	33
<i>Juice</i>	Custom 38	<i>Elias/Tretter/Daniels</i>	8:16:22:34	9	38
<i>Free Run</i>	T-40	<i>R. Miller</i>	8:17:15:01	10	42
<i>Elusive</i>	Peterson 38	<i>C. Eichenlaub</i>	8:18:10:16	11	43
<i>Supernova</i>	Swan 51	<i>S. Pauley</i>	8:19:04:48	12	46
<i>Dakar</i>	CO-43	<i>W. Goodley</i>	9:01:08:48	13	53
<i>Ariel</i>	Tradewinds 40	<i>UCLA Racing Team</i>	9:05:50:17	14	56
<i>Russlan Wood</i>	Custom 41	<i>N. Alexander</i>	9:19:11:05	15	61
CLASS D					
<i>Skysail</i>	Choate 40	<i>R. Grant</i>	8:03:01:24	1	3
<i>Libalia Too</i>	Davidson 40	<i>A. Kamisugi</i>	8:03:26:00	2	4
<i>Celerity</i>	Serendipity 43	<i>W. Ostermiller</i>	8:06:06:14	3	6
<i>Montgomery Street</i>	Cal 40	<i>J. Denning</i>	8:06:56:24	4	7
<i>Winsome Gold</i>	Dubois 42	<i>V. Berzins</i>	8:07:26:31	5	8
<i>Jest</i>	J-36	<i>R. Jarecki</i>	8:08:30:17	6	10
<i>Red Shift</i>	Choate 40	<i>A. Kahle</i>	8:10:19:16	7	17
<i>Flasher</i>	Frers 40	<i>L. Timpson</i>	8:15:27:06	8	34
<i>Lois Lane</i>	Wylie 40	<i>W. Erkelens</i>	8:15:55:43	9	37
<i>Apollo V</i>	Custom 43	<i>Apollo V Racing Team</i>	8:21:54:14	10	49
<i>Johanne</i>	Swan 44	<i>D. Simonson</i>	9:00:29:58	11	51
<i>Murphy's Law</i>	Cal 40	<i>M. Campbell</i>	9:05:07:25	12	55
<i>Regardless</i>	Tartan 41	<i>S. Gebb</i>	9:07:11:57	13	57
<i>Sugar Lips</i>	Santana 39	<i>A. Brown</i>	9:15:19:36	14	59
<i>Wall Street Duck</i>	Schumacher 38	<i>Robinson/Corlett</i>	9:15:51:16	15	60
<i>Tinsley Light</i>	Mull 36	<i>M. Grandin</i>	0:00:00:00	wd	

THE ATOLL

For many South Pacific cruisers sailing the "Yellow Brick Road" from the Marquesas to Tahiti, the Tuamotu — also known as the "Dangerous Archipelago" — are a formidable obstacle. These atolls consist of large rings of coral, some up to 44 miles in length. But just ten miles from such an atoll you see nothing on the horizon but ocean. The Tuamotus are just a few feet above sea level, the majority of the altitude comes from the coconut trees. What makes the Tuamotus even more dangerous is the strong but shifting currents that work through them.

Imagine you're on your dream cruise and have spent a month or two gunkholing in the remote and primitive Marquesas. By now the urge for exploration have given way to an almost overwhelming desire for a simple cheeseburger, so you are anxious to rapidly reach Tahiti. On the way past the Tuamotus a freak cyclone arises without warning. In the open sea your chances of survival would be good, but now on the lee shore of a Tuamotu atoll, they are negligible.

Ike and Debby Thompson were having just such a cruise in the South Pacific aboard their Islander 36 *Summer Seas*. From Long Beach, they had spent a year in Hawaii before sailing to the Marquesas for a three month's stay. Now, in March 1983, they were bound for Tahiti. Without the benefit of a SatNav or the full moon, they chose not to pass directly between the Tuamotu atolls, but to take a longer and presumably safer course around them to the north.

ALL PHOTOS BY DOUGLAS WILDE

any idea where we are. I think we might be somewhere north of Rangiroa. We're towing warps. (Ike mispronounced the term as

that the vessel could be due north of the atoll Tikehau. Running under bare poles, presumably in towering and breaking follow-



"wraps", which sounding like "raft", was thought by some to refer to the life raft). The wind is about 85 knots out of the north with 35-foot seas, and it's too rough to set sails. We're taking on water through the shaft packing gland which has come apart."

The net sprung to life as ham radio operators across the globe responded to the call. It was suggested that rags be stuffed around the shaft where it passes through the hull,

Here a wreck, there a wreck . . .



Four days out of Nuku Hiva weather conditions began to deteriorate. Cyclone *Reva*, the thrasher, swirled into existence virtually on top of *Summer Seas*. For the next 36 hours they battled its horrendous winds and seas. That evening Ike made his usual contact with the Maritime Mobile Net (14.113 KHz) on his ham radio. He talked to Larry Crispell and Mollie Allen, good friends who were in fact only a day behind them aboard their yacht *Secret Sharer*.

"We're in trouble," Ike said. "I haven't had a celestial fix in three days, and I don't have

and this seemed to check the inflow of sea water. It was also suggested that Ike take an RDF bearing on the Tahiti AM station, Radio Mahina. The nearby atoll of Rangiroa has an aero beacon, but was unavailable to Ike's RDF which lacked the BFO switch.

The hams determined a 'best guess fix' for *Summer Seas*, based on the boat's DR, the questionable RDF bearing taken on Tahiti, and on the wind direction. It was concluded



ing seas, she was heading due south. It was not known if the ill-fated yacht was equipped with a set of storm sails which would enable her to head up, and perhaps avoid the possible lee shore. Ike and Debby were by now near exhaustion anyway. In the unrelenting fury of *Reva*, setting storm sails seemed out of the question. Ike's last contact was, "We're okay for the time being. I'll contact you on the radio in the morning."

Summer Seas was never heard from again. A three-week search by the U.S. Coast Guard and French Navy turned up not a trace.

The 37-ft cutter *Secret Sharer* was in the same vicinity when *Reva* raised its sinister head. Fortunately the boat was in a position to head east into open ocean, out of the cyclone's grasp. A few days later when the cyclone had moved far to the west, owners Larry and Mollie decided to resume their passage to Tahiti by heading back through the atolls.

While in the very heart of the "Dangerous Archipelago" the conditions again began to worsen. They hove-to during the night while keeping a cautious eye on their SatNav. In the pre-dawn hours it became too rough to remain hove-to, and they made the unfortunate decision to turn and run with the storm under reduced sail. In a bizarre twist of fate, *Reva* was headed back for another strafing run on the Tuamotus, and *Secret Sharer* was unknowingly rushing headlong towards a rendezvous.

By morning the sea had turned into utter turmoil and the vessel was being tossed

about the unimaginable violence. "I sat at the helm trying not to think about the chaos down below," Mollie said. "Everything we

Jules and Lewis Seiler walk away from just one of the hundreds of boats lost on Pacific atolls.



owned was on the floor and soaking wet." Larry called the ham net and had his worst suspicions about Reva's location confirmed.

With the help of Don McClean, who was operating his ham radio from his boat *Carioca* in the Marquesas, they began to formulate a plan of escape. Caught between the eye of the cyclone in the open sea to the west, and the invisible maze of coral reefs to the east, Larry had no choice but to turn north into the full violence of the storm and make whatever headway possible.

On the first attempt to head north the working jib was immediately ripped in two. This was then unhanked and the storm staysail and trysail hoisted. Working on the foredeck was a monumental task. The seas were mountainous and occasionally the boat would plummet off a breaking crest, plunging on her beam ends into the yawning trough. When this happened the propeller would come out of the water and the engine race madly.

They struggled all that day and on into the night; Mollie steadfast at the helm while Larry worked on the sails, engine, and the navigation. Twice a brand new half-inch storm jib sheet parted with a thunderous crack. Later the jib track car exploded under the strain. Adding to the unnerving scream of the wind in the rigging, the storm-try vibrated with such an intensity that several times the two thought the boat had run aground.

After nine hours awash at the helm, Mollie stumbled below onto the mass of debris on the cabin for a brief respite. "It

wasn't very restful though," she reflected, "mast partners kept falling onto my head." Later she returned for eleven more hours at the helm.

With the wild gyrations of the boat, the SatNav would not produce a fix unless the antenna was handheld in a vertical position. Then in a rare case of satellite blanking, the unit reported no available passages for the next nine hours.

As the endless night wore on, the storm grew more intense. Even worse, the wind began to shift to the northwest, making the nearby atolls a deadly lee shore. Larry and Mollie were now fighting for their lives. Then

... everywhere a wreck, wreck!



the engine died. After changing filters and purging the lines, it started only to stop again later. Just before daylight the long-awaited SatNav fix flashed across the display. It was not good news.

"This is it!" Larry hollered to Mollie. "We



have two-and-a-half knot drift and we're four miles directly upwind of Kaukura. Here's your tennis shoes and life jacket. Put them on so we might make it when we go onto the reef. If we don't do something now we're not going to make it!"

Their heading was altered to a little more off the wind. Larry worked frantically to start the engine, which with the storm sails, was their only way of making even the slightest amount of headway. With the boat's wild motion the half empty tanks were aerating the fuel line. Fuel was hand-pumped from one tank to fill the other. After bleeding the lines the engine started and ran beautifully.

"We knew that our survival depended on doing everything in our power to get away from that atoll," recalled Mollie. *Secret Sharer* was desperately clawing away from the jaws of the coral reef. An hour later the SatNav produced another fix. Like a deepening plot dreamed up for a Hollywood script, the drift toward was still overpowering any forward speed. The atoll Kaukura was now only three miles away.

Then the winds miraculously began to abate. *Secret Sharer* almost imperceptibly started gaining seaway. Reva's coordinates were given on the radio, and a distant voice said, "It's past you now. You've made it!"

Five months later I'm relaxing in the cockpit of my ketch *Suka*, which lies to her bower in the idyllic anchorage of Fare, Huahine. Jenny pokes at the steaks sizzling on the barbeque while Larry, Mollie and I sip our drinks and watch the setting sun lay a blaze of gold over the western horizon. We have spent a few months rambling through the Societies, and with the hurricane season hopefully behind us, discuss plans to make

our way to the Tongas.

The conversation drifts back to the many similar evenings spent together in the Marquesas, where *Secret Sharer*, *Suka*, *Summer Seas*, and a few other boats sat together for a month. We wonder about the ultimate fate of the *Summer Seas*.

Larry suspects that the boat ran into Tikehau or another nearby atoll. Sheer con-

jecture, but we wonder if a SatNav might not have prevented the disaster.

As the vessel was making her way around the Tuamotus, the weather started to worsen. It would seem prudent to turn away from the deadly reefs and steer for open sea at the first hint of trouble. *Summer Seas* however chose to continue on a beam reach in an attempt to skirt past the atolls which they thought lay somewhere directly downwind. A SatNav would have shown that the counter-currents may have drastically retarded their distance made good, and that their only option was therefore to head back out to sea. When conditions later reached hurricane proportions and the yacht could no longer continue sailing, they were trapped.

Clearly the SatNav was the vital element in Larry and Mollie's successful efforts. Without it, *Secret Sharer* would have become another tangle of rubble on the shores of Kaukaura. I asked them about what other items may have played an important role in their battle with *Reva*. They emphasized the importance of having a strong and seaworthy boat which could withstand the terrible beating of such a storm. Also high on the list was the set of heavy duty storm sails which had been hoisted just for practice before leaving San Diego. Larry also reported that the ham radio enabled them to obtain a world of helpful advice.

In retrospect Larry believes it might have been possible to avoid the worst of the storm altogether, and perhaps herein lies the im-

Without the
SatNav **Secret**
Sharer would have
been rubble on
the shore of
Kaukaura.

portant lesson of all. While hove-to in the midst of the archipelago — the night before their encounter with *Reva* — the conditions deteriorated further and he decided to turn and run before the wind and seas. This nearly fatal decision was based on two facts: 1) NMO, the NOAA weather station in Hawaii was broadcasting the cyclone's position and heading incorrectly. Almost ten hours after the cyclone had reversed its course and headed back for the Tuamotus, NMO was still reporting it to be heading away to the southwest. Accordingly, Larry presumed

himself to be running in a mere gale. And 2) the "gale" was temptingly heading towards the desired direction of travel.

The October 1981 issue of *Cruising World* featured an important article by Bernard Moitessier entitled "The Signs of a Hurricane Approaching". In it Moitessier states: "Never run before the wind *when encountering a hurricane*, for to do so will carry you directly into the storm's center and fury." Bernard also spells out the procedure to follow in the event of encountering a revolving storm. Heady stuff that would make good wallpaper on the bulkhead of any cruising yacht.

Larry concludes: "We had heavy winds and swell, and the ominous indications in the cloud patterns. We should have placed more emphasis on the signs all around us, than on the conflicting NMO weather data which later proved to be in error."

"Have your cruising plans been daunted by this experience?" I asked.

"No, not really," Larry pondered. "I think we were a bit naive when we left California. The real world of cruising is a very different experience from the heavenly one often presented in the glossies. Cruising is a mixture of both; we enjoy these pleasant anchorages immensely, and we look forward to discovering all the wonderful places along the way, but at the same time we keep a watchful eye to the weather conditions and the storm sails close at hand."

— r. jardine
bora bora

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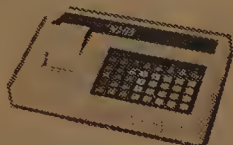
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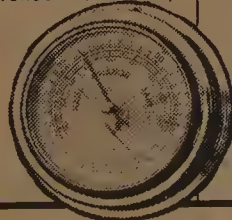
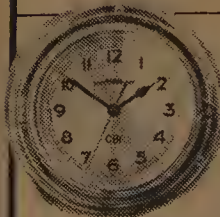
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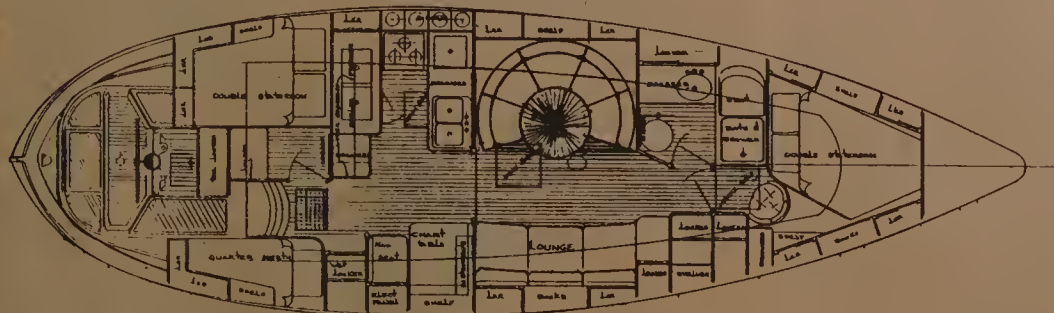
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WINDSURFING

Word is getting out that if you want wind, the place to go is San Francisco. That's not news to those of us who sail here regularly, but it was a pleasant surprise for the competitors and sponsors of the Windsurfing World Cup Regatta. And even the breezes they did get for their races from June 28th to July 8th weren't your typical "San Francisco Bay 18" (somewhere between 25 and 30 knots). It was plenty enough, though, to complete the wave jumping, triangle racing and slalom contests that comprise the World Cup event.

This has not been

a great year for the professional sailboarding circuit. The two previous stops on the World Sailboarding Manufacturers Association 1983 tour, one in France and one in the Canary Islands, suffered heavily from lack of wind. The Hawaii Pan Am Cup in late March, an annual gathering of the hottest boardsailors in the world and the latest in equipment on Oahu's north shore, was a total wipeout without the usual strong trade winds. In development, or construction class racing, 15 knots of breeze is the minimum required to hold an event. If the



Launching into and over the surf at Waddell Creek.

ALL PHOTOS BY SHIMON VAN COLLIE



wind drops below that speed for over a minute, they have to cancel that day's race or wave jumping contest. One has to wonder about the longevity of a sporting event so dependent on Mother Nature, but that's the way they do it now.

When the 37 competitors (out of 67 invited) from nine

countries showed up at Waddell Creek, 15 miles north of Santa Cruz on the coast, they were nothing less than ecstatic to see some wind. They were, in fact, jumping for joy, launching themselves off the four to six-foot breakers that come into the beach at right angles to the wind — a perfect combination

for surfsailing. The boards used for this competition are extremely short, about six to seven feet, for maximum maneuverability in the waves. They also don't go upwind worth a darn, so not only does the wind have to be strong, it also has to come from the right direction.

There are three as-

his heats and was eliminated. Alameda's Bard Chrisman had trouble figuring out when he was competing, and lasted only two rounds before being outsailed. The event belonged to the Hawaiians, who virtually invented the sport.

in the first four blustery heats. In the fifth and sixth races the wind lightened a bit and more brains were needed to get around the course first. Winner put his experience and savvy to good use.

Chrisman also did well in the course

posturing with their windsurfing equipment." Even though Bard loves to sail his board — he often cruises the Bay, starting at Alameda and sailing to the Golden Gate and back — he doesn't think making a living at it would be that glamorous.



Islanders Pete Cabrinha and Robbie Naish ended up 1-2.

One of the big surprises of the wave contest was Maryland's Ken Winner, who at 28 is one of boardsailing's senior statesmen. Known mostly for his skill in course racing and freestyle, he spent two weeks at Waddell prior to the event, learning the ins and outs of the breaks and polishing his technique. His strong showing there put him in good shape when the action shifted to Crissy Field and the course racing under the Golden Gate Bridge. There Winner rose to the top of the heap. He had to overcome the blazing speed of some West Germans

race. Bard, Mitchell and El Cerrito's Steve Sylvester were the only amateurs to complete the series, and Bard was thrilled to beat several pros. "These were guys I've been reading about in the magazines," he said afterwards, "the ones who make money

Sylvester, a researcher at Peralta's Cancer Research Institute in Oakland, agrees with Bard. He says only a handful of the pros earn much money; the rest need outside support to survive.

Steve has been at it since 1975, and he now makes his own

pects to the surfsailing competition, which pits the sailors one-on-one in a double elimination ladder. First they ride a wave inshore, then turn and launch themselves into the air as they sail out. Judges onshore give points for speed and distance on the ride in, style and execution in the transition

as they jibe to go out again, and height and style on the jumps.

Unfortunately the visual and sound systems on the beach were inadequate, which gave some of the sailors problems. Kevin Mitchell of Berkeley, one of four local boardsailors in the competition, totally blew one of



Blasting on the Bay.

WINDSURFING



Above, Robbie Naish checks the wind strength. Below, carving a turn.

boards and booms. He found out a lot about how good they were during the World Cup, breaking one mast in the course racing and working the bugs out of a new sail. He's done considerable sail testing with the help of Oakland's Kame Richards of Richards and van Heeckeren. By the end of the week and a half of racing against the best, he was beginning to move well. "It's a tremendous learning experience," he says, "and we're all going faster now."

Finishing right behind Chrisman and Sylvester (who ended up 27th and 28th overall) was Palo Alto's Steve Willrich. A student at UC Berkeley, Steve has won the past three Golden Gate Crossings, an annual Windsurfer race from San Francisco to Sausalito and back. That plus other good performances have



enabled him to get sponsors. HiFly, a West German company, supplies his boards, and Hong Kong's Neil Pryde makes his sails.

This was Steve's

first World Cup and he found it tough going. He's used to the one-design Windsurfer board and discovered making the transition to more specialized boards dif-

ficult. "You spend a lot more time on-shore getting everything together," he commented, "than you do out on the water. It also takes time to get used to the different boards." By the end of the racing Steve was beginning to feel more comfortable and his back-of-the-pack finish didn't bother him. "The guy behind me won the Windsurfer Worlds!" he pointed out.

Putting together a world class program is no easy matter. For wave jumping you need a couple of short surf boards at \$600 a piece, with at least three or four sails at \$250 a pop. Triangle racing requires a long board for speed, which





might cost as much as \$1,800, plus another group of sails. For the slalom, a medium size board is best. You can spend \$6,000 just getting to the beach!

If you win, you can recoup some of those expenses. Robbie Naish walked away from the World Cups with \$3,100 by totalling the best

combined score for the three events. Next came Jurgen Honshied of West Germany, who earned \$2,250, followed by Philip Pudenz, also of Germany, with \$1,600. Ken Winner, considered by observers to be the best all-around sailor of the 11 days, suffered a fall in the slalom racing and

that put him out of the running.

Many of the pros stuck around for the July 9th O'Neill Classic, an 18-mile long distance race from the City Front to Berkeley. This year the race suffered from light winds and it took Robbie Naish a little over two hours to complete the course. He said he

was exhausted from pumping so much! Next of the 57 finishers came Klaus Walter of Germany, followed by Americans Alex Aguera and Ken Winner. Bard Chrisman ended up ninth and Steve Sylvester took 11th.

On Sunday, some of the competitors went back to Waddell Creek for some more wave jumping, but 93 entries showed up for the 10th annual Golden Gate Cross-

dash back. Winner of the open class was Hawaii's Alex Aguera, followed by Long Beach's Don Yoakum and Steve Sylvester. Steve Willrich won the Windsurfer one design division, followed by Berkeley's Todd Jackson and Los Alto's Paul Buelow. A special division for "Iron Man" (without harness to help hold onto the boom) was won by Palo Alto's David Deisinger, fol-



Left, Bard Chrisman of Alameda. Above, spectators at Waddell Creek.



ing. This is a two-part race: a dash from the City Front to Horsehoose Bay near the north tower of the Golden Gate Bridge, and another

lowed by Santa Rosa's Andreas Linkwitz and Half Moon Bay's Mike McHenry.

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BOREAS RACE

The 32nd annual Boreas Race from San Francisco to Moss Landing began innocently enough on Saturday morning, July 2nd, under clear, sunny skies. The 50-boat fleet milled about with their crews gleefully anticipating the effects of the estimated 4½ to 5 knot ebb current at the Golden Gate. Once they passed the golden arches, they would turn left and sprout spinnakers for the reach down the coast to Monterey Bay. It was a race to look forward to, a mini-mini Trans-Pac which would take less than a day to complete.

There was, however, one boat in the fleet that raised quite a bit of concern. Dwarfed like a young child amidst a group of adults, the ultra ultralight 24-foot *Wadical Wabbit* looked out of place among the bigger, heavier and sturdier craft surrounding it. On-board the boat were the owner, John Lusher of Aptos, Stephan Cook and Sandor Delano of Watsonville. They had reportedly been warned by friends and competitors that the 800-pound sloop had no business out in the ocean. (It was designed by Alameda's Tom Wylie as a high performance overnighter for use on protected bays and lakes). Had they heeded this advice, Lusher and his crew might still be around today. They disappeared late in the race without a trace.

Debate over the propriety of *Wadical Wabbit's* presence in the Boreas had started before that fateful morning. The prospect of some legal action being taken by the families of the missing sailors has dampened people's enthusiasm to talk about it, however. One report is that the organizers of the race, the Elkhorn and Oakland yacht clubs, were not willing to accept Lusher's application to race. They maintained that the boat was not seaworthy, even though it was supposedly equipped with some ocean racing-type equipment, such as a radio, VHF and Loran (the antenna for which can be seen in pictures taken of the boat on the day of the race).

The entry form for the race contains a waiver which states that "I (the skipper) take full responsibility for the safety of my yacht and her crew and I agree that the Elkhorn Yacht Club and the co-sponsoring Oakland Yacht Club and their members and directors are in no way responsible in this regard". Even with this provision, common sense indicated that *Wadical Wabbit* had no place out in the Pacific.

Lusher evidently heard this argument from several people, but still showed up at the starting line. The previous night, at the pre-race party, someone had supposedly



RICHARD KLING

Wadical Wabbit surfing on Monterey Bay shortly before the boat and crew disappeared.

crossed *Wadical Wabbit's* name off the entry list. Upon waking Saturday morning, however, the three sailors figured the hell with it and decided to go anyway. If nothing else it would be a fun ride in the fast boat.

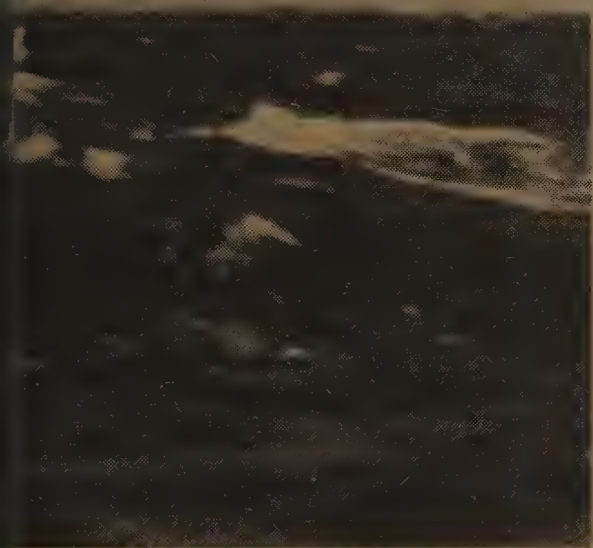
Lusher and Cook were not inexperienced sailors. Lusher owned Elkhorn Marine and Coastal Boats, both in Moss Landing, and was a dealer for the *Wabbit*. He was familiar with sailing on Monterey Bay, which is where his boat was last sighted. So was Cook, who raced there often. He also crewed on an Olson 30 in the 1982 Kauai TransPac. It's believed that Delano was the least experienced sailor of the three, but had spent time on the water as a fisherman.

It is known that *Wadical Wabbit* completed most of the Boreas Race. The crew of the Cal 39, *Blue Streak*, spotted them tearing

along under spinnaker about 10 to 15 miles from Moss Landing. *Blue Streak* was hitting speeds of 12 to 14 knots, but the smaller boat passed her like she was standing still. *Blue Streak's* crew estimate the *Wabbit's* speed at between 20 and 24 knots. The sight was so compelling that several crew members pulled out their cameras to record the event. Richard Kling says, "I'd never seen a boat being pushed so hard!"

Just about this time the wind increased from about 20-25 knots to 30-35, with higher gusts. The already good-sized seas got bigger, and spray was flying off the tops. Shortly after photographing the *Wabbit*, the Cal 39 took some bad knockdowns and the crew busily attended to matters on their boat.

A while later several of them noticed that the *Wabbit* had taken a bad knockdown. The comment was made that it was lucky none of them had to go to the foredeck of the small boat to collect the chute. After the *Wabbit's* chute flogged and flogged, much to everyone's amazement it was sheeted in again,



and the Wabbit took off like a bat out of hell. That's the last clear recollection anyone had of *Wadical Wabbit*.

Other boats in the fleet were having similar problems, and some even worse. *Honcho II*, a Santana 27 broke her boom in a round-down. The Santa Cruz 50 *Suntan Special* blew out a chute and broke the pole. Carl and Arlene Williams, owners of the Olson 30 *Soul Sauce*, were washed overboard during a rounddown. Both were pulled back quickly. *Sizzle*, a Dash 34, also lost a crewmember, Gary Cebrian, during a crash. It took 20 minutes to get back to him, at which point he was still treading water but turning blue. His mates stripped him and put him in two sleeping bags. Ashore a few hours later at Elkhorn YC, he was fine, but as skipper Keith Kweder put it: "We were lucky."

Around 10 p.m. on Saturday night, almost two hours after all the other ultralights in the fleet had finished, concern grew over *Wadical Wabbit's* whereabouts. *Blue Streak's* crew said they estimated the missing

boat's course to be 180 degrees, or due south, when they lost visual contact. Dave Kettenhoffen believes the Wabbit's spinnaker was no longer flying. Those on shore speculated the course meant they were possibly heading for Monterey under some duress or angling toward the beach south of Moss Landing. It was thought that they may have been waiting for the sea breeze to fade and a land breeze to spring up, as it often happens in the evening. The wind didn't die until much later, however, which meant they would have had to beat north in order to reach the finish line.

Finally the Coast Guard was summoned. A full scale, five-day search was launched, all the way from Pigeon Point south to San Luis Obispo and up to 30 miles out to sea. They combed the area by boat and plane, but not a trace of *Wadical Wabbit* or any of its crew were found.

Theories abound as to what really happened, but all we are really left with is unanswered questions. Did the boat capsize and fill with water? The boat comes equipped with three airbags for flotation, one in the cabin and one under each cockpit seat. When sunk at the dock during a flotation test, it was found that, with the airbags almost totally inflated, a Wabbit had between 600 and 700 pounds of positive flotation. That's about what three adult males would

a stationary object. Unfortunately, we may never find the answers.

The above events overshadowed what was otherwise a good race. First to finish was Greg Sawyer's Stiletto 27 catamaran *California Crew'd*. Outboard engine trouble on the way to the start made them 7 minutes and 40 seconds late. After a breathtaking reach down the coast — they covered the last 28 miles in two hours and ten minutes — they missed breaking the course record by just six minutes! The engine still wouldn't run after they finished and they couldn't sail up the narrow channel entrance to Moss Landing. Finally Greg anchored just off the rocky breakwater and waited for some help.

Winner in class and overall on corrected time was Terry Alsberg's Express 27 *Nemo* from Santa Cruz. They too turned in some great times, averaging 14 knots for one two-hour period. Boat for boat they were the fourth monohull across the line, trailing only the Santa Cruz 50, a Santa Cruz 40 and the 33-foot custom *Third Reef*. Like *California Crew'd*, they opted for a course close to shore. Jibing at Ano Nuevo, they found more wind in by the cement factory at Davenport. The Boreas is becoming quite a race for the Express 27 — in the last three years they've finished 1,3,1, overall.

Hopefully the Express and others in the fleet who want to return will be able to do so

RESULTS

Division A (ULDB — 11 boats) — 1) *Nemo*, Express 27, Terry Alsberg, SCYC; 2) *Third Reef*, Custom 30, Bill Cannon, SCYC; 3) *Stray Cat*, Olson 30, Doug Kirk, SCYC

Division B (PHRF 90-139 — 13 boats) — 1) *Axel Heyst*, Custom 50, Harold Nelson, BBYC; 2) *Ariel*, Santana 35, Robert Brockhoff, SCYC; 3) *Mother Nature*, Valiant 40, George Godell, EYC

Division C (PHRF 140-180 — 13 boats) — 1) *Manula*, Yankee 30, Sebastian Davi, MPYC; 2) *Hurrah*, Yankee 30, Jim Wright, PYC; 3) *Impetuous*, Cal 29, Tim Wynn, MPYC

Division D (PHRF over 180 — 10 boats) — 1) *Honcho II*, Santana 27, Steve Rosenthal, BYC; 2) *Falcon*, North West 33, F. Fago, MYC; 3) *Intrigue*, Dufour 31, Robert Marotta, SCYC

Division E (Multihulls — 3 boats) — 1) *California Crew'd*, Stiletto, Greg Sawyer, BAMA; 2) *In Flight*, Crowther trimaran, Joseph Rogers, SCYC; 3) *Kopasetic*, Warm Cat, Chuck O'Connor, EYC

weigh. Did *Wadical Wabbit* have those airbags installed, and if the boat crashed violently — as other boats in the race did — would they have maintained their integrity? There is also the possibility that they hit an object such as a log washed down from the hills during this spring's snow-fed runoff. Traveling at speeds of over 20 knots, the mass of 1400 to 1500 pounds (boat and crew weight) would make a terrific impact on

next year. The tragedy and near misses of this year's Boreas Race will not stop ocean racing in small boats. It does, however, point out a simple fact of sailing: that the ocean is nothing to take lightly. Good seamanship and experience are not only prudent tools for yacht racing, they are also our survival skills when dealing with the forces of nature at sea.

— latitude 38 — suc

SOUTH PACIFIC MILK RUN:

At the end of 11 months of our Two Year South Pacific Milk Run we find ourselves still in Niue, which is where I first heard of Tonga, our next destination. One of the reasons I and most of the other yachties hadn't heard of Tonga at the time was that it had only recently been open to visitors on boats.

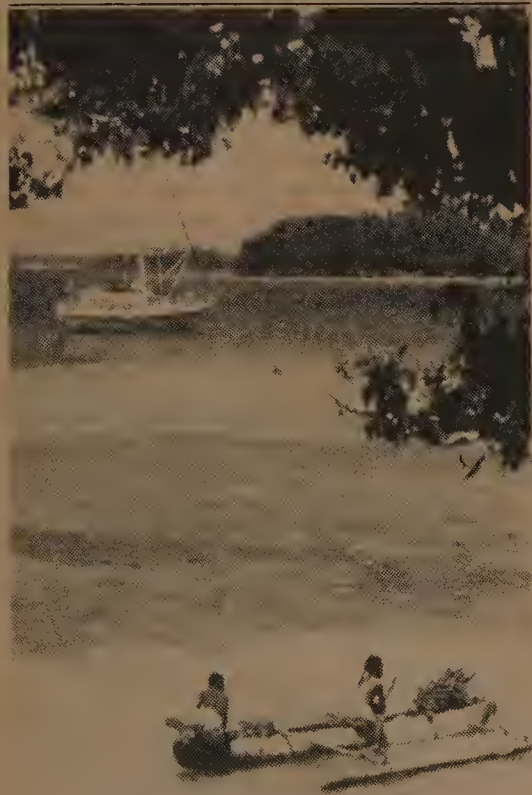
Actually it was a young Tongan in Niue on

ALL PHOTOS BY JOHN NEAL

cesses — all of whom lived in a funky royal palace — were of almost nearly equal splendor. The island themselves turned out to be every bit as enchanting as Walt's Magic Kingdom.

The next day at the police station he received a lecture on the evils of Sunday swimming.

a fisheries exchange program that made me aware of and sparked my interest in Tonga. His stories of things like 34 tropical islands in a ten square mile radius naturally intrigued me. But the clincher was when he told me that "his" king had eaten 23 Big Macs in three minutes during a visit to Disneyland. A



A charter boat lies in the clear water of one of the many fine anchorages in Tonga.

royal feat, he assured me, that had been immortalized in a television commercial.

Islands ruled by a king like that, I figured, had to be something special. The king, I discovered during my visit, tipped the scales at 430 pounds. The queen, princes, and prin-

There are three distinct island groups that make up Tonga. The southernmost is the Tongatapu group with a population of 65,000. The central group of Ha'apai has 20,000 people populating its 20 islands. The northernmost group — the closest to Niue — consists of 34 islands, has a population of 16,000, and is called Vava'u.

There are two ports of entry in Tonga. The capital on Tonga, Nuku'alofa in the southern group, is one. (The untouched central group of Ha'apai has no port of entry and in fact is off limits without special permission). The second port of entry is Neiafu, a colorful little town 150 miles to the north of Vava'u.

Having sailed 5,500 ocean miles — many of them long ocean passages — the 225-mile jaunt from Niue to Neiafu should be a delight rather than an endurance contest. The winds in September are normally from the east and southeast and average about 12 knots. For this normally light downwind sail you'll want to pull the light air sail or spinnaker out of the forepeak. As always I strongly advise against making a landfall at night, so plan this 1½-day jaunt accordingly.

When coming from Niue, the safest landfall is to sail north around the island of Vava'u (610-ft), then past the daytime anchorage at Port Refuge, and back up the northeast side. Directly ahead of you will then be Mt. Talau — which you'll later want to climb for an inspiring view of the harbor and town. Just to starboard is the entrance to Neiafu Harbor.

Upon entering the harbor you'll see the concrete wharf with the government buildings and stores behind it. Approach the dock slowly and make sure your Quarantine flag is



flying. The customs, agriculture, and immigration offices are all nearby. Technically the proper thing to do is to anchor off the wharf and row ashore to the officers. But in reality some of them don't like going out to yachts in tippy dinghies, and will insist you bring your boat alongside the wharf. The wharf is old and rough, and sometimes there is a surge. So be careful, and leave someone on-board to monitor the docklines and fenders if possible.

Once checked in, a good anchorage is just a half mile to the south. One of the best is in front of the Paradise International Hotel. When I was there they didn't have that many visitors and would often allow yachties to use a hotel room shower for \$1. From the hotel it's only a five-minute walk into town.

In Tonga you'll find that you are on the edge of the tradewind area. To the south and west the winds are less dependable, so it's a good idea to copy the weather daily from either Auckland, Suva, or Honolulu



The harbor at Neiafu, where cyclone Issac struck a year and a half ago.

and keep track of weather systems and warnings.

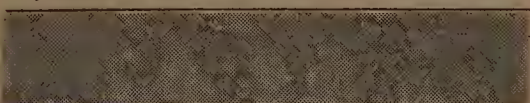
I was there in September and learned that north or northwest winds may come up quickly. Usually these will leave quickly too, but often after lots of rain and winds over 60 knots. We experienced such conditions once in Neiafu Harbor and had no problems, but we were thankful for all our chain and a large CQR anchor. The next day the sun is out and the weather back to normal.

Readers of *Latitude 38* know that cyclone Issac badly damaged most of the cruising boats that spent the hurricane season in Neiafu two years ago. Obviously that wasn't safe. The only real hurricane hole is the small boat harbor in Nuku'alofa in the southern group, where if you draw less than

six feet and are shorter than 50 feet, you can tie on to the concrete wall. The harbor is for inter-island cargo and fishing boats, but usually there's room for a few visiting yachts. If the wind blows hard all the boats drag together, but only for a short distance. All in all, it's better to be in New Zealand during hurricane season.

The Tongan people are a very handsome people and have great pride in their country. Surprising to some visitors, they are very conservative. The missionaries really did a number in these islands!

It is, for example, against the law for a man to go without a shirt in public or women to wear shorts in town. It is illegal for people to swim or play on Sunday. Jim, a friend of ours, was nearly arrested on Sunday by a policeman on his way to church. The next day at the police station he received a



30-minute lecture on the evils of Sunday swimming. Naturally these rules may seem crazy to us, but if you're visiting another culture you ought to respect it.

There are very few jobs in Tonga and consequently the people are quite poor and live at subsistence level. There is something of a history of community ownership in these islands, so leaving valuables like tape recorders, radios, binoculars, and outboard motors lying around is unnecessarily tempting. Down in Nuku'alofa we found it wise to lock our boat at night, as one fellow had a habit of boarding at night and helping himself to what caught his fancy.

As is so often the case with the poor people, the Tongans are exceedingly generous. Even when they don't have much themselves, they try and give you fish, fruit, lobsters and vegetables. Naturally yachties should not exploit this generosity.

We found a great way to get to know a Tongan family was to go to church on Sunday morning. The singing is harmonious and the experience worthwhile. Invariably some Tongan family will ask you to join them in the normal after-church feast, which typically features pigs, breadfruit, and sweet potatoes roasted to perfection in an underground oven. The Tongan people love feasts and any excuse for one will do.

In the tourist area of Vava'u feasts have become a business proposition. Soon after



One of Tonga's "handsome men".

anchoring in Neiafu you'll be visited by one of the "bumboats". Usually its arrival is announced by a crash into your topsides. A beaming Tongan in a leaky boat will then inquire if you'd like to anchor off his village and come to a "feast". A rich cultural ex-

MILK RUN:

perience, such feasts usually run about \$8 per person. The manager at the South Pacific Yacht Charters office — located halfway between the hotel and the village of Neiafu — can usually tell you which feast is currently the best deal. (You might also try to purchase one of Yacht Charter's charts of the area, which show all the best anchorages,

Other excursions you'll want to make from Neiafu are to Swallow's Cave and Mariner's Cave, both about six miles away. Swallow's Cave is at the northwest tip of

Like a lot of old Hollywood producers he could only have his vanity and lust satisfied by a never-ending stream of beautiful virgins.

passes, and dangerous reefs).

Other "bumboaters" in Neiafu will stop by and inquire if you'd like to purchase some carvings, breadfruit, or bananas — all of which he conveniently has in the bottom of his leaky boat. Or he might tell you, "By the way, my wife makes the best tapa in the islands". As is the world over, a little bit of comparison shopping will bring you the best deals.

Neiafu is a fascinating little town. It features an open-air market with great values in fresh vegetables, fish, and lobster. There are a few stores, but the most interesting merchandise turned out to be cans of corned beef. There is a small bank and a hotel in Neiafu where you can exchange your money for Tongan dollars. There is a post office here as well as a small clinic run by Peace Corps and Red Cross nurses. I strongly advise against mailing anything or getting sick here.

A beautiful nearby island you're sure to want to visit is Pangaimotu, which is connected to Vava'u by a causeway. Years ago a High Chief by the name of Vuna built a house on stilts over the water. He was one of Vava'u's famous "handsome men", and like a lot of old-time Hollywood producers could only have his vanity and lust satisfied by a never-ending stream of beautiful virgins. Vuna has been dead for a long time now, but the handsome men remain; so watch your daughters!

Pangaimotu has several immaculate villages, and counts some excellent wood-carvers and tapa makers among its population. The birth rate is very high here, and everywhere you walk you'll be followed by hundreds of kids. You'll feel as though you were the Pied Piper. All the people are friendly on this island, so plan on spending a day or two just walking around.

Kapa Island. It's deep directly in front, so you'll either have to leave someone standing off on the boat or anchor at Port Mauei and dinghy 1¼ miles to the entrance. As you enter the cave hundreds of starlings will come swooping out. You can tell the people who have been in the cave before, they're the ones wearing hats. The late afternoon's setting sun lights up the multi-colored stalactites, making you think you're in a magical place. The water inside the cave is an eerie blue-green and there's a shaft of light at the rear of the cave. Where the shaft strikes the wall you'll find a rocky path that leads into a dry cave, a great kiln-like room with a circular hole in the top through which you can see blue sky and trees. At the turn of the century important people were entertained here, and entire feasts were let down through the opening in the ceiling by block and tackle.

Only two miles away on the northwest tip of Nuapapu Island is the incredible Mariner's Underwater Cave. It's also impossible to anchor here, but it's only 2½ miles from Port Maurell.

You need to be a good swimmer to enter the cave, as it is necessary to dive down eight feet and swim along another 14 feet before coming to the surface for air. Once through the passage, however, you'll find yourself in a large underwater air-filled chamber. The walls and ceiling appear to be carved of pink marble, and every time the surge passes through the cave fills with a thick misty fog. It's a strange and mystical place this Underwater Mariner's Cave, and many legends to go with it.

The tale that's told most often is of the handsome Tongan chief who fell in love with

a beautiful maiden who was unfortunately slated for sacrificial roasting. The heroic Tongan chief spirited her away from her village and hid her in the cave for two weeks. During that time she was nourished by the food and love he'd secretly bring to her each night by canoe. During the two weeks he readied his canoe for an ocean trip to Fiji, and together they escaped for a few years until the trouble in Vava'u had died down. Of course they returned to their home, had many children, and lived happily ever after.

There are over 30 other islands in the Vava'u group, and a month spent here will pass rapidly.





ILLUSTRATION JOHN MCGRATH

As mentioned previously, the central island group of Tonga, called Ha'apai, is restricted, so your further adventures in Tonga will be limited to the southernmost group. Clear customs and immigration at Neiafu and head for Nuku'alofa.

The safest passage is to sail south-south-west, directly for 1600-ft Tofua and 3380-ft Kao Islands. That way you avoid the dangers of Home Reef, Meis Shoal, and the many other low reefs and islets in the Ha'apai. Tofua is an active volcano and there's a good chance you'll see steam or smoke venting from it. The island is a perfect cone, falling away rapidly underwater, so there's no place

Tonga's Royal Palace.

to anchor. Ballsy sailors can have someone stand off while turns are taken hiking up to the crater and lake. You'd better be in shape for this one, but it will give you a good idea of what purgatory must look like.

From Tofua to Nuku'alofa is about 70 miles, so time your departure to arrive at the

capitol in good light. The entrance to the harbor at Nuku'alofa is relatively tricky; the markers don't always agree with what's on the charts and some reefs aren't marked. Make sure you do have a copy of the harbor chart, because the misplaced markers, the cloudy water of the commercial harbor, and the unmarked reefs will otherwise tax your skills.

Queen Salote Wharf, the concrete commercial wharf, is easily visible just a mile east of the main port. Again fly your Q flag and make contact with nearby customs and immigration via VHF as you enter. You'll probably be directed to tie up at the wharf.

MILK RUN: TONGA

As with Neiafu, be careful of the surge and use plenty of fenders. If you draw less than six feet and there's room inside, you can anchor in the small boat harbor just west of the commercial wharf. Enter slowly and be aware of the multitude of floating stern lines, all eager to foul your prop.

Water is available at the commercial wharf and the small boat harbor. Fuel must be carried from town in jugs. There are very few yachting supplies or hardware items available here. There is a very small marine ways, but a yacht would only use it in emergencies.

Just a short distance from the harbor is downtown Nuku'alofa — such as it is. The King's Palace and Royal Chapel are here, as well as an exciting marketplace, a couple of the ubiquitous Chinese restaurants, and even a yacht club — more a place to drink beer than anything else.

There are a few supermarkets that carry a good supply of New Zealand food. There's a bookstore, a post office, a bank, and government offices. But things aren't too efficient in Tonga, so this is one of the last

The king is
driven to the
store in his
Chevy Blazer.

places you'd like to have money transferred to or important mail sent to. Feeling decadent? The International Dateline Hotel is a great place to swim and eat ice cream on a hot day.

A must-see is the Royal Palace and grounds. On most Saturday afternoons the King sits in the little gazebo on the front lawn

of the Palace. He's flanked by members of the Police Band playing oompah tunes on dented old horns and tubas. Everyone watches the high school girl's team play soccer on the lawn. This isn't how it's done in Royal England, but whose loss is it?

The King is also seen in town frequently. He's driven to the store in his mag-wheeled Chevy Blazer, and escorted by two motorcycle cops, their lights flashing and sirens screaming.

You'll enjoy your stay in Tonga. The Friendly Kingdom is unlike any on the planet. It's such a trip I give it



Milk Run milk bottles out of a possible five!

Next month we're off to Aotearoa, or what the ancient Polynesian navigators called the Land of the White Cloud. On modern charts it's called New Zealand.

— john neal

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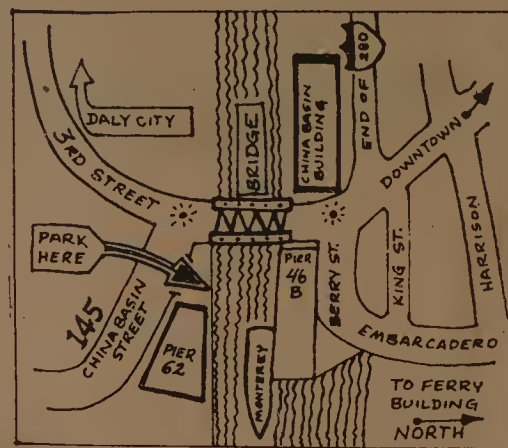
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--	--------

SOUTH BAY

We shoved off heading who-knows-where for Independence Day weekend, with little in the way of plans except escape and hopefully, sunshine.

"The Blue Angels are performing at Moffett Field," I said. "Let's go south."

"Sounds good to me," said the skipper, so off we went, hoisting sail off Richmond and close reaching effortlessly in balmy breezes under an azure sky. Approaching the Olympic Circle we performed the typical San Francisco Bay routine: we reefed, slipped into foulie jackets, hung on for dear life, got wet, shortened sail further, got wetter, cracked off to go behind Treasure Island instead of in front, and briefly considered going north instead.

"Maybe we should head for Port Sonoma," I mentioned.

"Might be warmer, you want to?" he asked as we crashed along. Spray soaked the seat of my faded jeans and trickled into my topsiders.

"You decide," I said, jerking on the tiller as the boat rounded up sharply.

Nobody ever decided we should turn around, so we just kept going south.

The foamy waves subsided as we crept behind Treasure Island, but dark menacing patches ruffled the water heralding nasty puffs that continued to send us on a scalloping course down the Bay. A cove of sailboats were huddled at anchor inside the

JOHN MCCARTHY

Oyster Point Marina, left, and the new Oyster Cove Marina, right.

cove, but there wasn't much shelter to be found there, and I wasn't in the mood to camp out on the end of an anchor anyhow.

After passing the Coast Guard Station, we cranked in the jib and came up some, having discussed Coyote Point as a likely night spot

on our journey to Blue Angel territory.

But coming up was no fun at all in the South Bay chop so we fell off again to reconnoiter. After some chart searching we decided to cancel the Blue Angels, eschew an alternate trek up the Estuary, and settle on Ballena Bay, where we were assured of the chance to soak up a few rays with little effort expended to get there.

Ballena Bay is a private harbor on the Bay side of Alameda, southeast of the Navy basin where aircraft carriers and destroyers make interesting scenery.

The weather is predictably nice at Ballena, and so are the folks. The harbor master has always found a way to accommodate us with no hassle, and you can choose your style of visiting. Dine ashore or barbecue aboard. Lounge in the sunny cockpit or shoot the breeze in the Ballena Bay Yacht Club; sponsor of the almost famous Kauai Yacht Race. There are groceries, jogging paths and new boats to inspect, and beautiful beaches accessible by dinghy. The harbor, constructed in 1969, sports modern cement docks and admirable restroom-shower facilities.

But some things have changed. Ballena Bay is under new management.

A visit to the harbor office revealed the new state of affairs. As I waited my turn to register, I overheard that yacht club reci-

The Bay Bridge, gateway to the South Bay.





procals are no longer honored unless reserved at least a week in advance. (So much for spontaneity). The man ahead of me was asked to fork over \$10 for the privilege of occupying an empty end tie, and the boat rafted to him was charged \$10 as well.

I decided to inquire at the Yacht Club whether anybody had a slip I could slip into. It being 4th of July weekend, I figured some of 'em must've high-tailed it for Delta country.

Sure enough, as we described our needs to the group assembled at the bar, Sam Bonovich stepped forward and offered the use of his berth. He even walked over and pointed out the empty space, which would hold our boat quite nicely.

Thereupon I returned to the harbor office and informed the young lady behind the counter that we'd found a berth for the night.

"No you haven't because I just rented out that berth," she said. "I happen to know that Sam's boat is in Tahoe."

In essence, she had sublet Sam's berth without his knowledge or permission. An interesting happenstance, I thought, but she assured me that the privilege is outlined in the new leases.

I mentioned going back to the club to find another berth, but it was five o'clock quitting time so she relented and pointed out a berth

I could use, reiterating that reciprocals require a week's notice and she really shouldn't be doing this.

We spent the warm evening barbecuing and butt-sitting in the peaceful harbor, and the next day lingered long enough to learn a



SUE ROWLEY

Fishing lessons, above, that work, right.

few lessons about foul weather gear, fishing, and droppy spreaders.

The kids had occupied themselves with fishing poles and John was puttering when I noticed Neil Davidson hosing down his foulies as they hung from the life lines of his Ranger 33, *Wind Chime*. He told me the gear doesn't get so stiff and they last longer with an occasional fresh water bath, and I was contemplating dragging our salt-en-

crusted gear out when I heard a yelp and turned to see a big fish dangling from a hook belonging to my offspring. Well, it looked big to somebody who has never caught a fish!

John had chosen that moment to escape to the shower and try as we might, the kids and I couldn't figure out how to get that wiggly critter off the hook. We were afraid we'd hurt him! Pretty soon dockmate Dick Barbero moseyed over to give us a hand, blithely ripping the hook through the fish's lip and plunking him into a bucket.

Good ole Dick eagerly left his deck-sanding chores behind and spent a good part of the morning teaching us landlubbers how to catch 12-inch Jack Smelt with the mussels we found clinging to the docks.

"Cut the mussel from the shell and use only the tough, muscular strip that runs right along the shell," he directed. "It looks just like a worm. Throw the rest of the mussel away." He knew what he was talking about because the kids caught six good-size smelt and a few throw-backs in no time at all.

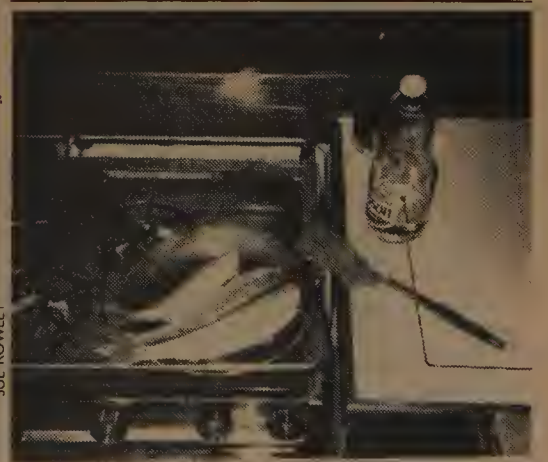
Then he explained how to cook 'em up for lunch. We'd have joined the brunch-bunch at The Whale's Tail Restaurant if we didn't have all that nice fresh fish of our own! And they were delicious.

As we sat in the cockpit, full of fish and squinting through binoculars for a chance glimpse of the Blue Angels, John commented on several pairs of droppy spreaders in our midst.

"Everybody's spreaders seem to be at different angles," I said. "What are they supposed to look like?"

"It's simply engineering," said my husband, the engineer. "The attitude of the spreader to the shroud should exactly bisect the included angle in order that the resolution of the force vectors is equal on both sides of the intersection," he said with a smirk.

"What are they supposed to look like?" I repeated.



SUE ROWLEY

SOUTH BAY

"The angle created between the spreader and the shroud should be equal above and below the spreader," he explained again.

"What happens if they droop?" I wondered.

"They're risking mast failure because the upper shrouds are no longer properly supported by the spreader," he explained. "If the spreader slips further down the shroud, the shroud slackens and doesn't adequately support the upper part of the mast," he concluded. "Now that's what I call droopy spreaders," he said, peering through the binoculars at a bikini clad silhouette in the distance.

"You're really disgusting," I said, glaring at him as I slipped below to clean up.

That afternoon, feeling adventurous, we left balmy Ballena and headed to weather to check out Oyster Point. After raising the Oyster Point Yacht Club on the radio, we were directed to the new guest dock in the middle of the harbor, and invited to join their spaghetti feed that evening.

We had an invigorating sail across to the South San Francisco coastline, the wind increasing steadily as we neared the harbor, nestled below the infamous San Bruno Gap which funnels wind down on hapless sailors. We wrestled the sails down near the first channel markers with peak winds hitting 27 knots, and motored in.

There was no shelter to be found behind the breakwater, but we easily located the guest dock. It's the one requiring crosswind docking!

"It's going to be pretty difficult landing this beast," I hollered to John as he wrapped the dockline around the forward cleat.

"It'll be fine," he said, which he always says when it's likely that everything is far



Above, cruising mode. Below, clean foul weather gear is healthy foul weather gear.

from fine.

The wind was whistling through the harbor, the rigging, and my teeth as we approached the dock. Fortunately two burly fellows hopped from a little powerboat with a Sausalito burgee and awaited our arrival. Once John and the docklines were ashore, one of the guys shouted for me to put it in neutral, and just as I feared, the instant our forward momentum stopped, the beam wind swung the bow wildly out from the landing.

With much shouting, tugging and engineering, including cleating the dock end of the line and winching the boat ashore, we

were docked. But John didn't feel secure until he had six docklines on the starboard side, half of them to the pilings which he was pretty sure were stronger than the dock cleats.

"Is it always that windy?" we asked at the yacht club, while borrowing a key to the shower. "That's the first thing visitors always ask around here," somebody replied from behind a pool cue. "You shoulda come over earlier."

"We would've, but there was no wind," John joked.

We had to forego the spaghetti dinner in favor of the green-tinged chicken in our cooler, but we accepted an invitation to tour the recently expanded harbor and the transitional surroundings.

Oyster Point is a public harbor so yacht club reciprocity is not required. The harbor master is located adjacent to the yacht club and guest berthing fees run \$.25 per boat foot per night. Fees aren't collected for the guest dock we occupied, which is not secured by a gate and has no electricity. Reciprocity is extended to yacht club groups giving advance notice.

Fuel is available, and there are plenty of restrooms, some with showers, though they don't receive many points for cleanliness.

Inland from Oyster Point Marina is Oyster Cove, a small privately owned new harbor, built amid an emerging industrial park and future site of the San Mateo Yacht Club.



Separating the two marinas is a recently planted public park and a tiny beach sheltered by some windswept trees. On the hillside, towering above it all is a huge, mysterious-looking sculpture visible at some distance on the Bay, a prominent landmark when you're looking for Oyster Point.

A couple of restaurants and marine-oriented businesses are slated for the new development so it won't be too long before Oyster Point becomes a lush, attractive corner of the Bay. Now if they could just do something about the wind!

It howled all night, then stopped abruptly in the early morning as we prepared to go sailing. Motoring out of Oyster Point, we decided to take a quick peek at the new Brisbane Marina just north of Oyster Point.

To get to Brisbane, which shares a separate channel leading to Oyster Cove, we took a hard right turn after marker 6. Entering the breakwater, we came upon rows and rows of empty berths canted toward the northwest which we were told is the prevailing wind

direction.

Though the 573 berths appear to be complete, there's not much shoreside yet in this four-month old municipal harbor. Restroom and shower facilities are in, but there was no harbor master at the time of our visit. We got some information from a yachtie who is berthed there and some from the Brisbane Police Headquarters where inquiries are being handled temporarily.

Guest docking is spacious and will cost \$.25 a boat foot when they get more organized. You can get out the gate from the guest dock and into the restroom without a key, but you can't get back in. There are locked restroom-shower facilities for the boat owners, who are paying \$4 a foot for berthing.

The development surrounding Brisbane Marina belongs to Sierra Point Development, which plans two hotels, three restaurants, five office buildings and a few marine businesses in the near future.

"It's not as windy here as at Oyster Point," claimed the helpful yachtie we talked to. "San Bruno Mountain deflects the wind." We plan to find that out for ourselves one of these days.

"C'mon, we have to get back up to the Cityfront and wait for the fireworks," urged our youngest sailor, and we did just that eventually, after reefing, unreefing, anchoring for lunch, drifting with no wind, and peering, interminably, for a glimpse of the Blue Angels. But that's a whole 'nother story.

If a minicruise just south of the Bay Bridge interests you, and some of the comforts of home are appealing, here are some numbers to call:

Ballena Bay Yacht Club (415) 523-0612; Ballena Bay Marina (415) 523-5528; Oyster Point Yacht Club (415) 877-9644; Oyster Point Marina (415) 871-4057; Oyster Cove Marina (415) 952-5540; and Brisbane Marina (415) 467-1123.

— sue rowley

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MORA

After two years of getting their tails whipped by heavier, slower boats, the racehorses of the Midget Ocean Racing Association (MORA) long distance race to San Diego finally turned on the speed and did some butt kicking of their own. *Skidoo*, Les Muttersbach's Burns 30 from Santa Cruz, and *Saint Anne*, Dick Heckman's Olson 30 from Castro Valley, never lost sight of each other on the 435-mile sprint down the coast. For 3½ days their competitive juices flowed strongly and the extra effort paid off. Not only were they the first to finish (*Skidoo* finished at the Pt. Loma lighthouse eight minutes and 45 seconds ahead), but they also corrected out to 1-2 in fleet.

The race was not without complications, however. On the advice of the San Diego YC, hosts for the racers at the finish, the MORA committee added a new mark to the course this year. In the past the only course



LATITUDE 38°51'N

done, only to find to their horror that they had made a serious error.

Only two boats, Howard Wright's Moore 24 *Presto* and Roy Falk's Express 27 *Locomotion*, have fessed up to cutting the course. With no appropriate alternative penalties at their disposal, the race committee found themselves in a bind. On the one hand there is strong pressure to let the results stand and not penalize Falk and Wright for a simple ten-minute error after over 90 hours of ocean racing. On the other, shouldn't they uphold the principles of yacht racing and disqualify them for not sailing the proper course? At press time there was no definite answer, but as MORA board member and skipper of the Moore 24 *Flying Circus* Roger Heath put it: "I can guarantee you this won't happen again next year!"

Hopefully what will happen is more good sailing, which most of the fleet enjoyed. Christine Peterson, crewmember on Ron Landmann's Merit 25 *Half Fast*, wrote an account of her experience, which follows:

"The race started on July 2nd with a beautiful morning: sun shining, wind blowing and calm seas. All the boats got off to a great start with everyone on the line.

[Editor's note: Others report that some were actually over the line, but there were no individual or general recalls.]

"After rounding the point at Land's End, everyone went their own direction, some going down the coast close to land, some going down the middle and some, such as ourselves, going 20 miles out to sea. Each direction was a gamble on the wind: Who was go-

ing to keep it? Where is it going to fill in first?

"As it turned out the wind just kept on building. By midnight it was Mr. Toad's Wild Ride. We had large, confused seas and winds gusting to about 30 or more by our guess. With no moon out, the only light came from the spectacular luminescence of the water. It was quite a show when each wave came over the bow.



CHRISTINE PETERSON

Above, "Sure, I'll race again next year." Above right, riding Redhawk. Far right, *Saint Anne*.

instructions were to start at Baker's Beach off San Francisco, leave California to port, and take your own finish time by ranging on the Pt. Loma lighthouse and buoy number five, which is located about a mile offshore. New this year was the instruction to pass to the south of buoy number three, located one-quarter mile further offshore, before heading north to number five. The addition was written into the course instructions, but no special mention was made at the mandatory skipper's meeting. Many who had sailed the race before simply did what they had always



LATITUDE 38°51'N

“A round 2:10 a.m. came our turn to do a windward broach. We stayed down long enough to wash the windex and put it through the rinse cycle. There sure was a mad scramble to get the chute down! Nothing broken; just a few holes in the spinnaker. With it down we were still doing 12.5 knots under main alone. The Olson 30's must have been flying.

[Editor's note: Dick Heckman's Saint Anne, one of five Olsons in the fleet, certainly was. At one point they were hitting 18 knots off Cape San Martine, halfway between Monterey and Pt. Conception. In one 24-hour period they covered 221 nautical miles, a 9.2 knot average. They too performed a "wash and rinse" cycle. Traveling at 15 knots they buried the spinnaker pole four feet in the water, badly bending the mast. They put up a heavier chute and blew that out too, finally ending up under a wung out number two.]

"We finally got the 100 jib up and winged out, doing 13 and 14 knots on the Merit 25. The seas were crazy. By the time 4 a.m. came around, Marriot's "The Edge" had nothing on this ocean. It was helmsman's nightmare.

On Sunday things calmed down a lot. We were at Point Conception in the afternoon and it was beautiful. We felt it was going to

RESULTS

BOAT	CLASS	SKIPPER	CORRECTED FINISH	SECTION/ OVERALL
Skidoo	Custom Burns 30	Les Muttersbach	72:13:03	1/1
Saint Anne	Olson 30	Dick Heckman	73:08:27	2/2
Presto	Moore 24	Howard Wright	74:08:41	3/3
Light'N Up	Express 27	Gary Clifford	77:06:54	4/4
Beila Donna	Olson 8.23	Dan Woolery	77:24:11	5/5
Bantana	Santana 22	Lloyd Banta	78:01:38	1/6
Locomotion	Express 27	Roy Falk	77:59:25	6/7
New Wave	Express 27	Hill Blackett	80:27:46	7/8
Friday	Express 27 (MH)	John Liebenberg	80:32:06	8/9
Merlin	Excalibur 26	Paul Meyer	80:33:31	9/10
Critical Mass	Mancebo	Carl Ondry	81:43:13	10/11
Half Fast	Merit 25	Ron Landmann	81:48:36	11/12
Starkite	Catalina 30	Jlm Corenman	82:02:05	2/13
Osprey	Hawkfarm	Bill Perin	82:46:23	3/14
Flick	Merit 25	Wolfgang Hocke	82:04:50	12/15
Williwaw	Cal 2-27	G. Alan Hunter	82:06:28	4/16
Boojum	Express 27 (MH)	Andy Kolb	83:45:27	13/17
Typhoon	Moore 24	Michael Connolly	83:45:38	14/18
Winsome	C & C 30	Bob Bartell	84:13:20	5/19
Twilight Zone	Merit 25	Paul Kamen	85:04:54	15/20
Wet Spot	Moore 24	Michael O'Callaghan	85:26:24	16/21
Horny Helen	Olson 30	Quad City Yachting	85:50:07	17/22
Gail Force	Moore 24	Gail Kinstler	86:11:19	18/23
Flying Circus	Moore 24	Roger Heath	86:13:35	19/24
Dire Straits	J-24	Steven Bayles	87:02:28	20/25
Power Play	J-29	Steve Herring	88:19:53	6/26
Impulse	J-24	D. Grind/R. McBurnett	88:39:28	21/27
Navstar	Olson 30	Jennifer Dunbar	89:35:57	22/28
Killer Rabbit	Olson 30	William Cloverdale	93:47:37	23/29
Animal House	Olson 30	Matt Lezin		/DNF
Sweet Pea	Express 27	Jeff Pearson		/DNS
Recluse	Cal 20	Howard Martin		/DNF
Redhawk	Santana 30/30	Peter Higgins		/DNF
Midnight Express	J/30	Dan Schmidt		
Freewind	Cal 9.2	Don Lessley		/DNF
Concubine	Erickson 30 +	Ev Lester		/DNF
Flying Cloud	C & C 30	Roger Shortz		/DNF
Intrigue	Dufour 31	Robert Marotta		/DNS
Orion	Catalina 27	Jerry Carrera		/DNF
Slow Dancer	San Juan 24	Dennis Beckley		/DNF

be a fast race this time, but then the hole came. No wind for 1½ days. Both outside and inside the Channel Islands everyone just sat, except for the fast boats. They broke through and kept up their speed.

“We headed out hoping to catch the southwesterlies the weatherman predicted. So much for predictions. There we were, 200 miles due west of San Diego chasing zephyrs and hoping for some wind. We thought we were dead last until roll call on Monday night. We were not alone in this situation. Our spirits brightened, we bobbed along at a fast clip of 1-2 knots. Tuesday night brought the wind and we finally were making some mileage. Wednesday was the same.

"We finished at 17:09:12, but not without some altercation. This year MORA decided to add buoy number three to the course. The previous years all you had to do was round buoy number five to port, take your time and

that was it. Now you had another one to contend with and finding it wasn't a snap either. We were right on top of number five when we saw number three and had to drop our chute and beat up to it. Two other boats saw what we did and didn't make the same mistake. What a waste it would have been to sail 435 miles and get a Did Not Finish for not rounding number 3! Next year they should leave it off the race course.

"There was some damage to lots of boats, mostly spinnaker poles and torn chutes. Two boats were dismasted, and two lost their booms, but all the sailors were safe. *Half Fast*, sturdy craft that she is, had a bent Windex, torn chute and dented pole.

"One of the nicest things about this race is where you end up, which is the San Diego Yacht Club. The people there were nice and hospitable. The club has a great little coffee shop, pool and jacuzzi, a good bar and a fine dining room. There can be no losers when you race to a place like this."

— christine peterson

Of all the things that yacht clubs are good for, perhaps the most important is providing a place for post-race socializing, analysis, post-mortems, and lies. "How did you do today?" is the standard greeting as you sit back in front of the fireplace with a warm drink. Typical responses range from "We won!" to "Well, at least we had fun".

But the last time I asked that question to an acquaintance who races in one of the larger one-design classes, he answered with "It was awful!"

"What happened?" I asked.
"First of all," he began, "we got our worst start of the season. Two of my 'regulars' cancelled last night, and the replacements had no idea what they were supposed to be doing. Somehow we ended up with two tacticians trying to call the start at the same time!"
"I can imagine how well that worked," I said.

"Whenever one said 'tack', the other said 'jibe', and when one said 'You're early!', the other said 'You're late!' But we sail fast once we're aimed in the right direction, and managed to get back into the pack by the windward mark."

"And then what went wrong?"
"You name it! Spinnaker wraps, overrides — at one point I was yelling so much I didn't notice a leeward boat trying to luff us up, and we had to do a 720. The foredeck couldn't agree on whether or not we needed to take down the spinnaker, and we ended up with the worst spinnaker wrap in the history of the Bay."

"So that's what you were doing!" commented a crew from another boat who was sitting nearby. He had to raise his voice to be heard over some "social" members we didn't recognize who were sitting at an intervening table. I couldn't figure out what kind of maneuver you were trying to pull off!"

"We had to sail into the lee of Angel Island to get it untangled."

"That is bad," I said. "Did you even finish?"

"Yes, but I still can't get some of those halyards sorted out. The real problem on the boat seems to be crew organization. Whenever I have good crew aboard, they end up doing the wrong jobs. And of course they can never agree on how to run the boat or sail the race. The result is that things are such a mess that the good people don't stay with me very long."

CREW

	PRE-START	WINDWARD	HUN	SPINN. REACH	TACK	SET
LIGHT FORWARD	BOW WATCH	SPINN. HOOK UPS	BOOM PUSHER PREVENTER	SPINN. TRIM	PULL SLACK IN OLD JIB SHEET JIB SKIRT	HOOK UPS ASSIST POLE TOP GATHER JIB SET PREFEEDER SECURE JIB
HEAVY MID-FORWARD	LEAD POSITION HALYARD TENSION HALYARD PLANNING	BARBER HAULER	JIB SHEET PLANNING SPINN. TRIM	ASSIST SPINN. SHEET	TRACTOR	SPINN. HALYARD JIB HALYARD
HEAVY MID-AFT	TAIL & TRIM JIB	JIB TRIM	SPINN. GUY FOREGUY TWING	SPINN. SHEET (BROACH CONTROL #2)	TAIL CALL TRIM	TOP POLE SPINN. GUY
LIGHT AFT	TIME GRIND JIB	JIB TRIM LEEWARD WATCH	SPINN. SHEET	VANG (BROACH CONTROL #1)	RELEASE GRIND TRIM	SLACK JIB SHEET SPINN. SHEET
SKIPPER	HELM, MAINSHEET, TRAVELLER, BACKSTAY					

"What are you feeding them for lunch?" I asked.

"Don't worry, there's plenty of food on board. I pick up bread and cheese and cold cuts on the way to the boat, and there's lots of beer. Of course, there's no time to make sandwiches during the race, but we eat very well on the way in."

"I think that's problem number one," I said.

"Why do you say that? They seem happy enough with what they get now."

"Well, I've observed that most people will eat about three times as much when they're crewing as when they're the skipper. So it's very easy for skippers to grossly underestimate the crew's appetite. Do-it-yourself sandwiches really aren't what they want. If you don't have time to make a good batch of sandwiches yourself, get the fancy prepared deli sandwiches, and lots of them. Expensive, but far more cost-effective in terms of speed around the course than new sails!"

"I'll have to talk to a few of my crew about that. You know I'm already spending a lot more money racing this boat than I ..."

"And crew shirts!" I interrupted. "How can you expect to have a dedicated crew without crew shirts?"

"Okay, okay. But like I said, the real problem seems to be organization."

"The real problem might be that you're trying to race a boat that's just a little too big," added the crew from the other boat as he invited himself to sit down with us.

"What do you mean?"

"I've seen it happen so many times. An owner is reasonably successful in a smaller boat, and then moves up to something substantially larger. All of a sudden, the level of expertise necessary to crew the boat competitively has risen to the point that the crew are generally more experienced sailors than the skipper. That's when the organization breaks down, and the crew loyalty problems set in. No matter how good the food is, most crew members won't tolerate sailing for a skipper that they don't believe is at least as good a sailor as they are!"

"That can happen on boats of all sizes," said the skipper.

"Sure. But you see, driving a big boat around the course is really not too much more difficult than driving a small boat. Crewing that big boat, on the other hand, is

PLAN

JIBE	DOUSE	HEADS/L CHANGE	REEF	JIBE SET	FLOATER DOUSE
HOOK GUY INTO POLE ASSIST POLE	UNTIE JIB GATHER SPINN. STOW POLE CLEAN-UP RE-PACK	HOOK UP NEW SAIL GATHER & SECURE OLD SAIL		HOOK-UPS HELP JIB AROUND ASSIST POLE TOP GATHER JIB SET PREFEEDER SECURE JIB	UNTIE JIB SECURE POLE & TOPPING LIFT GATHER SPINN. CLEAN-UP RE-PACK
JIBE POLE	JIB HALYARD SPINN. HALYARD ASSIST GATHER RE-PACK	RE-LEAD LAZY SHEET RAISE NEW HAL'D TRACTOR LOWER OLD HAL'D	SECURE REEF TACK TENSION REEF LINE	SPINN. HALYARD JIB HALYARD	JIB HALYARD LOWER POLE SPINN. HALYARD ASSIST GATHER RE-PACK
SQUARE OLD GUY RELEASE TWING NEW SHEET	PRE-TRIM JIB TAIL JIB	TAIL CALL TRIM	RELEASE VANG EASE MAIN HALYARD TENSION MAIN HALYARD	RELEASE JIB TOP POLE SPINN. GUY	SPINN. GUY TWING TAIL JIB
EASE OLD SHEET NEW GUY SET TWING	HOLD SPINN. SHEET GRIND JIB	RELEASE GRIND TRIM		PULL JIB THROUGH TRIM JIB SPINN. SHEET	SPINN. SHEET TWING GRIND JIB
	SLACK GUY				SLACK SHEET

many times more demanding. What I'm saying is that if you stick to a type and size of boat that can be crewed well by people less experienced than you, a lot of problems will never come up. (And if that means racing a slightly smaller boat than you can afford, you'll have slack in the budget for terrific lunches)."

The skipper looked very skeptical, if not slightly insulted, but much to his credit he went along with the crew's line of reasoning for a while.

"Okay, let's assume you're right, and with the boat I have now, I need crew that are better sailors than I am. Maybe the answer is a 'crew boss' who can keep things organized and run the show on deck while I steer."

"That's one possible approach," said the crew, but remember you're still going to make mistakes and lose races that some of your crew would have won if they were steering. And what about this crew boss? If this person is good enough to run things on your boat, why don't they sail with a winning skipper?"

"What are the other approaches to the problem?" I asked.

"You can always bring in a 'ringer' to drive, like most of the top IOR boats these days. Some even come with their own crew. Of course, you might have to buy a whole inventory of sails from the loft they work for..."

"No way! I'd rather be DFL (dead f - - - king last) than let some sailmaker have all the fun while I just sit there and pay the bills!"

"That only leaves one option, as I see it. Start with a crew of enthusiastic people that you like and can get along with. Make sure none of them are better sailors than you are, at least not the ones that you expect to have crewing for you on a regular basis. Even a few total novices are okay, if their aptitude is good. Then the intense training starts: Practice, practice, practice, until they can competently manage the boat through all the racing maneuvers. And while this is going on, you have to get your own skill level as a skipper up to what the fleet demands. This should include a liberal amount of dinghy racing, as well as some crewing on successful boats even larger than your own."

"Sounds like a very heavy commitment."

"It is. But you wanted to play with the big kids — that's what you'll have to do to win."

I took it upon myself to replenish drinks all around, and while waiting at the bar I overheard an interesting conversation between two women sitting a few seats away.

"The 720, that was the last straw," said one of the women. "He was yelling and screaming at everyone at the top of his lungs. We had no idea whether he wanted the spinnaker up or down, and we ended up releasing the halyard just when the boat was heading to wind during the first turn."

"Did it blow inside the forestay?" asked the other.

"Something like that. The whole boat was macrame when we were done. If only he could stop screaming at us and watch where he was going, it never would have happened in the first place."

"You're a lot more tolerant of yelling and screaming than I am," said her friend. "The skipper I sail for used to be a terrible yellor, but we cured him. Now he doesn't dare raise his voice above a loud whisper."

"How did you ever do that?"

"Easy — first we snuck a tape recorder aboard so that he could hear for himself what a jerk he sounded like. That was a real eye-opener for him. Then we announced that whenever he started to yell, we would let go of whatever it was we had in our hands, and not touch a single line or winch until the yelling stopped."

"You didn't actually..."

"We sure did!"

When I returned to our table, the skipper was studying a sheet of paper covered with crew instructions typed in various boxes.

"This is a 'crew plan' for one of the boats I race on," said the crew. "It's just a table showing who does what during each maneuver. This particular boat," he continued as I examined the document, "is sensitive to having too much weight aft, so the crew positions specify heavy or light crew, and roughly where they are positioned on the boat. You'll notice that the foredeck duties are divided. The 'Light Forward' does the hook-ups while the 'Heavy Mid-forward', who's bigger and stronger, handles the pole during the end-for-end jibes."

"I see you have the 'Light Forward' snapping in the new guy and helping with the pole. Can you afford the weight of the extra person on the foredeck?"

"She's very light, and the boat is tolerant of the weight up there. Our jibes are probably the best in the fleet, especially reach-to-reach, since we started using this system."

"The real problem I've always had with crew plans," I said, "is getting the crews to follow them during the race."

"We don't even try! Although we do keep updating and refining the plan, our instructions are to forget it exists once the race starts!"

"Well then why bother?" asked the skipper.

"It's a very useful practice tool, and of course it's tremendously valuable for new crew who come on and need to have some idea how they'll fit in. In fact, just sitting down and making up one of these plans is a good exercise."

"A few years ago," he continued, "I sailed on a boat that usually raced with about 15. After the first practice, the skipper handed out a crew plan for us to look at, but he wouldn't give us copies. We each had to make up our own version, for 'homework'. After each practice we had another written

"I'd rather be DFL
than let some
sailmaker have
all the fun!"

assignment, usually writing a detailed description of one of our jobs, or even of someone else's job, or sometimes a 'sequence of events chart' for a certain maneuver."

"Did he throw you off the boat if you

didn't do these assignments?"

"Yes, a few people actually were replaced. It was overkill, for sure, but the results were impressive considering what we had to work with. Once we had all 15 crew plans condensed into one, and had collected the best detail descriptions of each maneuver and made all the necessary corrections, we knew how to run the boat so well that it was second nature."

"Did you actually follow the plan during the races?"

"Of course not! By the time all those documents were perfected, we didn't need them anymore!"

Another wave of tired and thirsty sailors came into the room, back from the wars out on the Bay, and the conversation quickly turned to other boats and other races. A few of the better dressed members (more "social" member types that I didn't know), evidently feeling a bit uncomfortable amid all the racers, got up and moved to the dining room.

I wonder what they talk about, anyway?

— max ebb

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26 MILES ACROSS THE SEA

"Where do we go from here?" That's a question many active boatowners ask themselves after owning their boat for a year or two. By that time they've been most everywhere there is to sail on the Bay, have been up the Delta a couple of times, and maybe cruised to Drakes Bay. They've raced a season of PHRF on the Bay, and perhaps have done a Light-bucket Race or a Windjammer's to Santa Cruz. Liking what they've tasted, they want to continue gradually expanding their horizons, but don't know where to go next.

The big races that comes to mind are to Mexico and Hawaii, but for most people these are too big a leap — to say nothing of the big demands on time

fun race for PHRF'ers and their families, a race that nonetheless offers most all of the challenges found in a race to Puerto Vallarta or Honolulu.

Actually there is just such a race, in fact the third edition of it was held last month. It's the Metro Oakland YC's 388-mile downwind blast from Oakland to Catalina. It's a three-day race that offers as much bang for the buck as any in the world. For reasons we've never quite understood, it only draws about 15 boats a year, about one third of what it ought to.

The demands on an owner in a Catalina Race are reasonable. Whereas Hawaii or Mexico take more time (two to three weeks) and money (\$7,500 - \$40,000),



coast themselves).

Dick Wilson, owner of the Santana 35 *Capital Gains*, is a typical Catalina Race entry. Prior to doing last year's Catalina Race the biggest event he'd competed in was the Silver Eagle Long Distance Race. Dick finds the moderate aspirations of the race ideal, one perfectly suited to his purposes. Not only is there a great downwind slide to a couple of days rest in Avalon, but there's the pleasant prospect



Take Five hits ten.

and money. No, what's really needed is a moderately competitive middle distance race to an exciting destination. A

folks can do a Catalina Race first cabin — boat shirts, pre- and post-race dinners, etc. — for about \$1,000 and in just four or five days (two weeks if they are going to bring the boat back up the



—AND 388 DOWN THE COAST



of sailing back up the coast with his wife. "We did it last year with two other boats," he says, "and it was no problem." Stops were made at Santa Cruz Island, Morro Bay, San Simeon, Monterey, and Half Moon Bay.

Rich Savoy, of another Santana 35, *Hurly Burly*, has similar sentiments about the race. The owner of a bookstore, he fantasizes about sailing around the Horn or perhaps going TransPac next year. But for right now Catalina — and the experience of bringing the boat back up the coast — are as big a commit-

ment he can make.

Bob Casperian of yet another Santana 35, *Picaroon*, likes the distance as well as challenge of Conception and offshore navigation.

Held early in July and short enough to not be exhausting, many crew make the race a short vacation. Sailmaker Steve Toschi and wife Anne normally don't sail in the ocean, but found it a great change and hope to do it again next year. Former TransPac'er Mal Weaver says the '388 miles is a "super length". Since he just crewed this year, he rented out a room for a week to vacation. "It's great here," he said. "I've been coming here since I was just a kid."

We hadn't been to Avalon in years, but it does turn out to be a terrific place to end a race. There are plenty of mooring buoys, shore boats run constantly, and Avalon is so compact you run into friends and competitors in almost every restaurant and bar. With more golf carts than cars — and not many of either — Avalon doesn't 'feel' like America — let alone Southern California. It seems mildly foreign. The still sparsely developed island remains remarkably

clean. Set up almost expressly for tourism, Catalina has everything you need.

Despite the constant influx of tourists, the pace is pleasantly subdued. Sometimes it's downright slow. "What time does the *L.A. Times* come in?" Answered slowly, "Well, it's been coming in around 11. The sun's out already so maybe it will be in earlier." ?? Whatever's right.



Dale Wohl flew down for the finish of the race — and a fun time.

For Northern California sailors Avalon is pleasantly warm. The wind-protected cove faces east, allowing the sun to warm the environs early. By 8 a.m. handsome young girls are already greasing up on the beach, and by 10 the sand is packed.

"It's hot," says Bob Casperian of the Santana 35, *Picaroon*, referring to a number of things. He did the inaugural Catalina Race in 1982 and returned this year.

Sixteen entries



The Santana 35 trying to catch the Hans Christian 38.



Avalon, Catalina's compact.

26 MILES 26 MILES ACROSS THE SEA

signed up for the 1983 race, availing themselves not only of the competition, but pre- and post-race dinners hosted by the Metro Oakland YC. The fleet was of similar size and composition to the previous years. Four Santana 35's represented the more experienced and aggressive end of the spectrum, while *Foster's Frigate*, a 50-ft motorsailor, represented the other. Hans Christian, Pearson, Islander, Cheoy Lee, and O'Day were all represented; it was a fleet of 'regular' Bay boats with normal gear. Several boats borrowed sails to improve their inventory, a couple had roller furling headsails. At least one boat had a microwave oven, and the crew of *Veuve Chicquot* watched a videotape of "The Devil In Miss Jones" while offduty.

While everyone planned to put in a good racing effort, nobody was about to lose sight of the fact that the fleet was racing for pleasure. And the fun started before the boats even got away from the dock. An unknown but attractive woman slipped down the companionway of *Pacific Eagle*, and presented herself to the owner. "I want to be your galley slave," she cooed. Flipping



The V.C. boys and the Orange County girls.

on a tape recorder, she began to prance around and throw off her clothes. It must have been something in the air; out at the starting line women on the spectator



John Cooley of Hurly Burly and Joan Wortman of Orange County.

boats began to lose garments, too.

The Catalina course is unique in that it has three distinct parts. The first is from the Oakland Estuary start to the Golden Gate. Part

two is from the Gate down the normally windy coast to Point Conception. The final part is often light going south of Conception to the finish line at Catalina's west end.

The first part of the race was dominated by the Santana 35's and the F-3 *Surefire*. *Hurly Burly* led the sneak-away from the pack, with *Capital Gains* a few minutes back. Thank heavens for a moderate ebb, or the heavier boats would have never gotten beneath the Bay Bridge before nightfall in the light breeze.

By the Gate *Hurly Burly* had built a big seven-minute lead over *Capital Gains* and *Surefire*; some of the heavier boats were as much as 40 minutes back. But when the fleet got

out to sea, there was plenty of wind for even the heaviest boats.

In 25 knots of wind the Offshore 47 ketch, *Pericus*, and the Hans Christian 43, *Veuve Chicquot*, carrying five sails apiece: spinnaker, staysail, main, mizzen staysail, and mizzen.

They were moving smartly down the coast as was the rest of the fleet — except for *Pacific Eagle*, which had a broken Loran and sailed 160 miles offshore before discovering the error.

By the middle of the first night it was howling off the coast. The Islander 36, *Crackers*, after hitting 15 knots, took such a big knockdown that water poured into the cabin. The Pearson 323 ripped her mainsail and the badly seasick crew — which promises to return next year — put in to Santa Cruz.

At 3 a.m. the boats were in very steep ten-foot seas and winds reported

It was smooth sailing out the Gate to start the race.



— AND 388 DOWN THE COAST

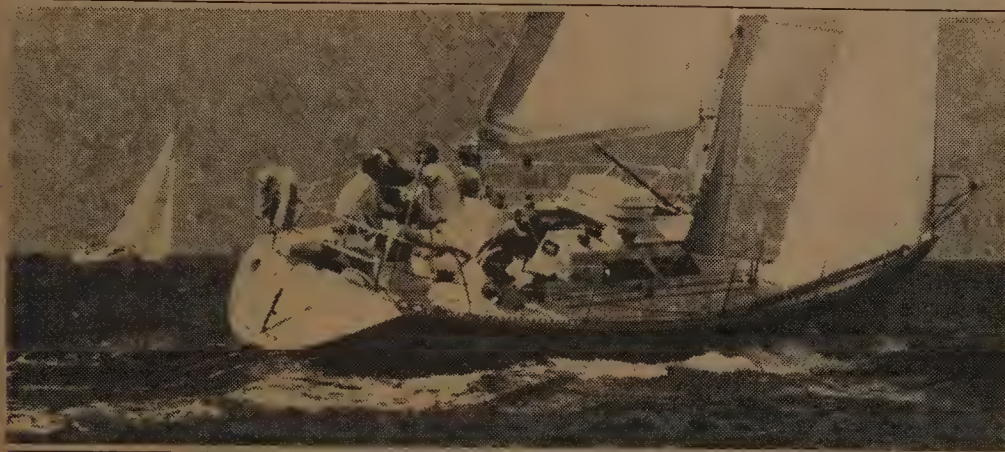
to be a steady 35 knots with higher gusts. The Santana 35's were hitting 14's and 15's. Coming off one wave *Capital Gains* bent yet

watch next time." *Veuve Clicquot* ripped the spinnaker car off the mast and somewhere along the line *Challenge* broke her boom.

along at 12 knots, the anemometer was reading over 40. John, who's done more Mexican races than anyone but John Scripps, says it

hit 14 knots sailing under main alone. *Deja Vu*, a 27,000 pound 38-footer, reported 14.6 knots with a main and wung 'out yackee.

Coast Guard. After a long wait, the Coast Guard came back



Surefire.

another Santana 35 rudder shaft — and would later break a headstay.

Surefire tore her 1.5 oz. chute, an expensive item. Owner Tom Adams told the crew, "At least let me

John Williams of the Offshore 47 *Pericus* reported the most wind. Creaming

was the first time that he ever made his crew put on safety harnesses to go forward. Good thing they did, as they took a bad broach while trying to douse the chute.

Under greatly reduced sail the boats still reported amazing speeds. Sailmaker Toschi reports that the moderate displacement *Surefire*

But by morning the wind had died dramatically. *Pericus* ended up becalmed not far from Piedras Blancas. Most other boats were able to keep moving at three and four knots, but little more. From that morning to the finish there was never more than moderate winds, and several boats fell into holes.

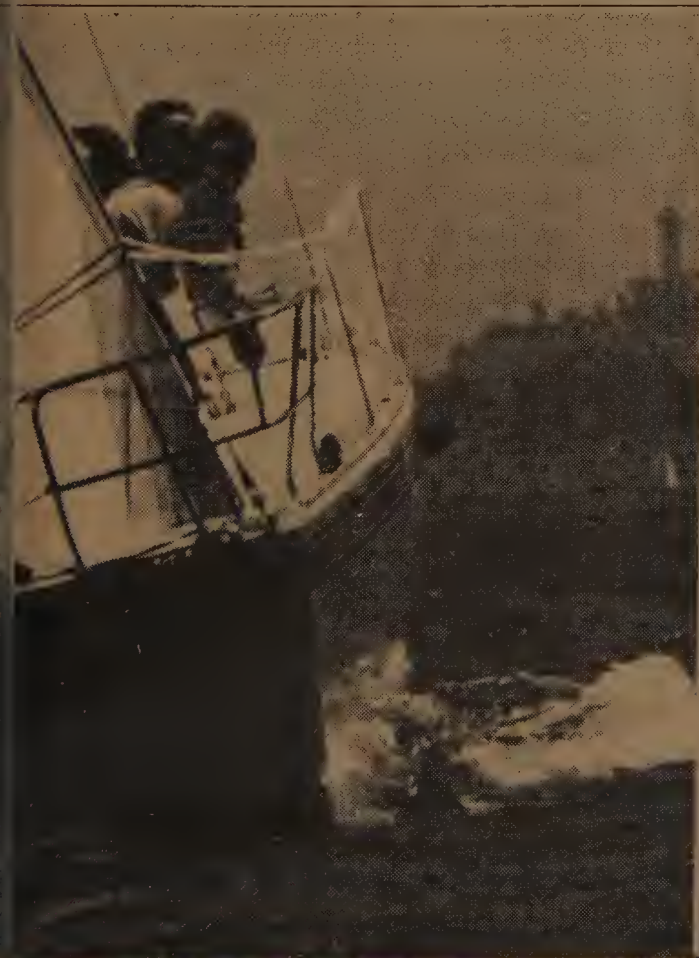
Conception proved to be uncharacteristically calm, but not without adventure. *Take Five* was approached by a unmarked white boat with men in civilian clothing and told to leave because there was weapons testing going on. *Take Five* figured they were dope smugglers and checked with the



Challenge and the Bay Bridge.

and said, "Do whatever they say". Apparently they weren't dope smugglers; a destroyer-like vessel began firing from a position so close they could feel the concussions.

Considering the lack of consistent wind, the 1983 Catalina Race was neck and neck right down to the finish.



Hurly Burly dusted the fleet at the start.

26 MILES ACROSS THE SEA

Tom Adams' *Surefire* was first boat to finish, but not by much. In the next ten minute four other boats, led by *Veuve Clicquot*, *Take Five*, *Challenge*, and *Hurly Burly* also crossed the line. An amazing boat for boat finish!

Arriving several hours later, with a big PHRF handicap of 182, was Ken Kerr's *Deja Vu*, a Hans Christian 38. A veteran of only the Colin Archer races on the Bay, Kerr's

boat corrected out almost 3½ hours ahead of second place *Veuve Clicquot*. "It was a thrill to do the race — and nice to win the first time out!", said Kerr.

Nobody cared much about losing, although several crews eagerly jumped at an excuse to drown their sorrows. In the balmy Southern California night many drinks were consumed and friendships made.

It was a race full of memories. For a guy on *Veuve Clicquot* they called "Silly", there is one particularly vivid memory. He and a lovely woman he'd met had been doing quite a bit of celebrating, and when they got up to leave, she slipped in a muddy gutter, pull-

"You're all dirty!" and staggered off. Silly apparently doesn't know women don't stand for that anymore.

Anyway he wandered off to his room

of just this ocean race, Silly had a line that worked like magic: "Hi, I'm an ocean racer. How do you like me so far?" That got him out on the dance floor

gysshorts and dumped the drink down his front.

Well, that's ocean racing for you. Good times and bad



Crackers.

at the Glen More Hotel and fell into the shower and one way or another got a bit cleaned and sobered up. Revived, he found a pair of baggy shorts and headed back down to

again.

Well before long woman number one showed up again. Spying Silly, she ordered the biggest drink they had, and then forthrightly approached him out where he was dancing. "Who's this?" she demanded, pointing to the other

times, blunders and successes — but always adventures to remember for a long, long time. If you've had that boat a few years and are looking for modest new horizons, we and all the folks who made the race this year heartily recommend you

RESULTS OAKLAND TO CATALINA RACE (388 MILES) (Times in Hours/Minutes/Seconds)

BOAT	MODEL	OWNER	ELAPSED	CORRECTED
1. <i>Deja Vu</i>	Hans Christian 38	Ken Kerr	76/11/11	66/29/11
2. <i>Veuve Clicquot</i>	Hans Christian 43	Alan Nugent	73/48/15	69/15/27
3. <i>Crackers</i>	Islander 36		74/46/41	70/51/05
4. <i>Take Five</i>	Santana 35	Fred Doster	73/49/35	72/31/59
5. <i>Hurly Burly</i>	Santana 35	Rich Savoy	73/51/20	72/33/44
6. <i>Picaroon</i>	Santana 35	Bob Casparlan	74/20/00	73/02/24
7. <i>Pericus</i>	Cheoy Lee 47 ketch	John Williamson	76/44/12	73/10/32
8. <i>Surefire</i>	F-3	Tom Adams	73/43/30	73/44/30
9. <i>Challenge</i>	Alden 44	Oscar Traveland	73/50/48	73/54/48
10. <i>Serenity</i>	C&L Explorer 45	Mike Creasy	80/43/28	74/54/16
11. <i>Susurrus</i>	O'Day 34	John Webb	81/17/23	76/25/59
12. <i>Galapagos</i>	Hardin 44	John Watson	85/12/32	80/02/08
Abby	Pearson 323	Kent Bossange	Did Not Finish	
Pacific Eagle	C&L 45	Mike O'Donnell	Did Not Finish	
Capital Gains	Santana 35	Dick Wilson	Time Not Recorded	
Foster's Frigate	Mariner 50	Bob Foster	Did Not Finish	

ing him down. In his cups and not at his chivalrous best, Silly — or so the tale goes — told the woman,

the scene of the crime, the Chi-Chi Club. The woman was gone, but there were lots of others. Although a veteran

woman, "Your wife?" With that she pulled back his bag-

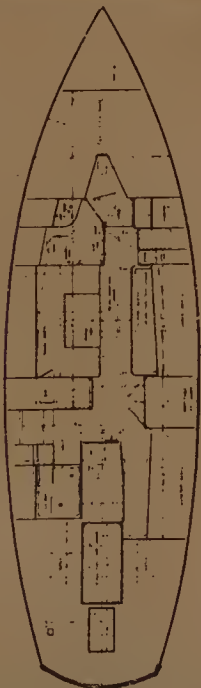
make it Catalina in '84.

— latitude 38



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L.W.L.	30' 2"
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'Delaware Dolly' is all wood — 1-1/4 in. mahogany planking, copper fastened on oak frames. We outfitted her for a circumnavigation, but due to health and pressure of business we are forced to place her on the market.

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COMING UP,

I have a PhD in throwing up.

I have upchucked in all the oceans of the world, many of the rivers, most of the bays and frequently on lakes, and once in a canoe on Westlake Park, Los Angeles. I have thrown up at anchor, underway, in power and sailboats, on Greyhound and Santa Fe busses, trains, the back seats of cars (my Aunt's new '47 Chevy), DC-3's, 4's, and 7's, Boeing Stratocruisers, Lockheed Venturas and Electras. I popped my cookies in Cessnas, Piper Cubs, Stinsons, and once in a chartered Apache — plane, not Indian — while trying to work my way with a cooperative lady at 10,000 feet. (I was much younger and more agile then).

Do you get the drift of what I'm trying to say? I'm coming out of the closet after all these years. I want to enter my senile span with a clean slate and maybe make it easier for the rest of my barfing bretheren to do the same. My tale is a sad one and will probably break your heart, but it will do me good to put it down for all to read. I don't mean like sad, I mean horrible, terrible, the Granddaddy of bad! I am the Cyrano of the stomach, the Gallileo of the gall, a barfing Boswell!

My name is Al Wasserman and I am a travel-holic! There, I've said it. I'm in love with traveling of all kinds — planes, trains, cars, and most of all boats. I don't get off on reading about trips, talking about voyages, or planning excursions. I have to go. Almost anywhere, anytime I'm ready.

But almost all forms of transportation give me motion sickness, with boats at the top of the list. Sickness! Did I say sickness? Ha! I die! I curl up in a ball and try to suck myself inside out. Once off Half Moon Bay . . . but that is another story too grim to repeat even in a journal like this.

My childhood is full of memories of ruined upholstery, screaming parents, stained clothing (others as well as mine), looking into paper bags, hanging out windows, making love to toilet bowls and trying to carry on conversations on planes while impending disaster rose within me. I write this not to upset or to elicit pity, but to state the truth once and for all. I swear that all you read here is truth or may my anchor drag!

It all began 56 years ago when I was born to a pair of suffering Jews (redundant?) in the garden spot of western civilization, Cleveland, Ohio. Nothing happened my first 16 years except I chronically suffered from motion sickness and bed wetting (although seldom at the same time). Even at an early age I was learning to be at sea! With these

two maladies I was practically a perfect ecological system, providing my own flotation from two orifices. How wonderful nature is.

Sickness! Did I say
sickness? Ha! I die! I
curl up in a ball and
try to suck myself
inside out.

and brave smile on her lip (she was secretly glad to be rid of the constant bed changing) I said goodbye and with a slight feeling of nausea from my newly developed rolling gate I took my stocky 6'1", 135 lb. frame to the Naval Training Center, San Diego, and hence to the minesweeper *U.S.S. Signet*. Then it was off to the Pacific to make my country safe for cheesecake and corned beef sandwiches (Mom's apple pie is goyish).

What was it like for me with my "curse" to be a radioman on a minesweeper in the really Great War? (The one where we were the good guys!) I turned the radio shack of this vessel into a vomitorium and was always kept downwind by my fellow crewmembers. My visits to the ship's rail were several times a day and night for an entire year, until one fateful day.

There I was in my 12th month aboard, 200 miles at sea returning to Pearl Harbor after escorting a beer-laden freighter to the Marshall Islands, happy to be out of Jap (sorry but that was what they were called prior to Sony) infested waters. We had made one successful depth charge run which succeeded in blowing up a whale. ("Hell it could have been a sub!" the skipper said). I was trying to keep my greasy meatballs from rolling off my lunch tray in the ship's galley when that old feeling began to rise in my digestive track. I quickly left my meatballs to their wanderings and ran to the ladder to take my topsides. All hands scattered before me as though I had the plague, fully aware of my not-so-secret weapon. Five rungs up the ladder I looked up and saw the captain's white clad legs at the top beginning his descent.

I knew a quick choice had to be made; to back down as protocol dictated, or make a run up the ladder forcing him to give way. I chose the latter but my second's hesitation exacted a momentous price. As the skipper, attired in his resplendent liberty whites, attempted to clear my way — even he knew of my powers — I streaked towards the top — but not quickly enough! I threw up on his pants and shoes! Take a minute and picture us standing there in the warm sunshine saluting each other with half digested meatballs and sauce, in bold relief on his crisp white uniform. A scene out of a Monty Python movie.

On my 17th birthday I enlisted in the Navy (ours), showing my early signs of masochistic tendencies. With tears in my mother's eye

Two days later I was put ashore in Hawaii diagnosed as having chronic seasickness. Thus ended for the next 27 years my attempts to go to sea, except for occasional fishing excursions which invariably ended in my feeding the fish a great deal more than they fed me.

I came home from my tarnished naval career to the open arms of my mother and by my father, who said, "So that's where you've been". For those of you who like completeness when reading biographies, I need to add that I no longer wet my bed, having exchanged this proclivity for a slightly different one which eased the strain on the family's linen supply. As we sailors know, everything is a tradeoff.

Not too much happened the next 27 years of my life. A 25-year marriage-divorce-children-became a clinical psychologist-many long trips-affairs-relationships, etc. Everything changed as I grew slower, older, and balder. Everything that is except my seasickness which hung on like my skin.

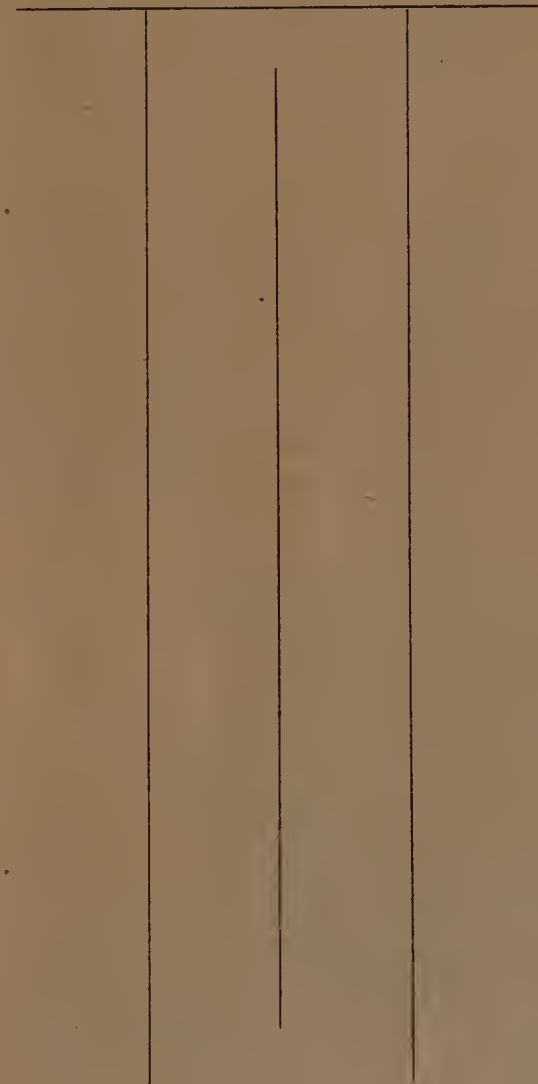
In 1969 I was invited by the China Medical Society to tour their psychiatric installations. This involved six weeks of traveling on trains — my choice rather than planes for obvious reasons — through large parts of eastern China. During this trip I was accompanied by Mr. Khan, a Chinese interpreter and fellow closet throw-up artist. We spent long hours exchanging vomit stories which nicely passed our time together. He told me of an acupuncture point that relieved motion sickness. I was more than a little skeptical of this and as I was almost comfortably riding trains by now, I paid little attention to his crediting Mao with seasickness eradication.

A few more years go by. I sell my practice, get divorced, burn my wing tip shoes, dispose of my Jaguar and buy an old wooden boat to live on. I can cruise the Delta, fish the Bay and drink Ramos Fizzes until my artery hardens. My seasickness will surely permit me these modest pleasures on smooth waters. I wouldn't get sick and all would be well. Pontongloss lives! I'm a psychologist, right? Clear-headed, centered, analytical mind; bullshit!

I've lived aboard boats now for 11 years and am now owned by the traditional and

salty Peterson Coaster Schooner *Don Quixote*. I look great, beard, tanned, nautical as hell. I even know how to sail the boat. I've

... picture us standing
there in the warm
sunshine saluting each
other with half
digested meatball and
sauce ... on his crisp,
white uniform.



made a trip to Mexico — on another boat — and have been on many short voyages and fishing trips. I've tried every remedy there is

for my seasickness, but to no avail. I took every pill prescription, my son-in-law — the doctor — writing paper for me. My ex-partner, a psychiatrist, did all in his considerable wisdom to help, mostly by telling me old Henny Youngman stories, "I went to the doctor and told him it hurts when I do this, the doctor said don't do that". I've put cotton in one ear for balance, ate ginger root till foliage began to grow from my naval, put corn plaster-looking objects behind my ears (they worked, I never threw-up through my ears!). I even used suppositories with no effect, except they began to feel good and I had to stop that (or at least cut back). Nothing helped. I was offered \$1,000 by a consortium of commercial fishermen to chum for them as they fished for salmon. But after a few days I had to stop because it was too hard on my little body.

I kept going out on the Bay, trying new devices, drugs and mantras — still nothing worked. A woman who lived with me for eight years left me claiming the need for the new trilogy, "Time, Space and Freedom". But I'm sure her real reason was her unwillingness to bring my poor collapsed body back to shore from one more "fun" cruise I had talked her into.

So here I am in Santa Cruz — don't ask about my trip down here — broke, alone, and wanting to go south. Just me and the *Don Quixote* spending my days sailing and my nights searching for a female Sancho Pansa with a strong stomach.

Out of nowhere I see an ad in a sailing mag about an acupuncture band for seasickness and I remember Mr. Khan (remember in China?). The company with the ad is Accu-Health at 2030 or 3020 Bridgeway, Sausalito. I take my last tenner and send for it. I'll be a son of a bitch if the damn thing doesn't work! I've been out five times now under a wide variety of conditions and I feel great. It is unbelievable. The only side effect is my craving for fried rice and books by Joseph Stalin. Chairman Mao, I love you!

I don't know the people connected with this company, but for a hard case — have I established my credentials? — like me to feel good on the water is little short of a miracle, and even brings theistic thoughts to this born-again Pagan.

Now I'm looking for the pressure point that will produce a cruising woman — any suggestions? (I've tried that point, shmuck, suggest another!)

— al wasserman

TAHOE

The second annual Lake Tahoe Sail Week ran from July 2nd to 10th, featuring plenty of sunshine and winds from light to extremely heavy, which is the way sailing on the "Big Water" tends to be. As frequent Tahoe sailor Glenn Barclay puts it: "I've been in races where I started out in a t-shirt and ended up sailing through a blizzard!" There was no snow in the air for Sail Week, although there was plenty on the surrounding mountains, which made the scenery even more spectacular.

Sailboat racing on Lake Tahoe can pretty much be divided between South and North, with the concentration at the former being at Tahoe Keys in South Lake Tahoe and the latter at Tahoe City and Sunnyside. Last year we had the chance to see the north end of the Lake, so this year we decided to hit the south side. The offer to crew on a brand new Express 27 sweetened the deal.

Sail Week is a joint venture sponsored by the South's Lake Tahoe Windjammers Yacht Club and the North's Tahoe Yacht Club. The Windjammers number 85 strong and have been functioning for almost 20 years in and around the Tahoe Keys. Many of the members are year-round residents of the area, unlike their counterparts at the Tahoe YC, who tend to be summer folks. While skiing and gambling have become the most popular local pastimes, sailing has yet to firmly establish itself in Lake Tahoe. A case in point: neither sailing club has a permanent residence. Like gypsies, they exist through force of will and determination. But sailing on the "lake in the sky", with its emerald blue water, clean mountain air and picture postcard surroundings can create lots

ALL PHOTOS BY SHIMON

of will and determination.

Last year's version of Sail Week was, according to Mike Franceschini, secretary of Windjammers and one of the driving forces for sailing on the Lake, a moderate success. Coordinated by Greg and Janice Dorland from the North shore, it featured a grab bag of events, including Aussie 18 dinghies as the headliner act.

The Dorlands were overwhelmed with the work involved, so this year the duties were shared. South Lake Tahoe's Ross Groelz handled the South shore events, which included a Fourth of July regatta, on the 2nd and 3rd, Firecracker races on the 4th, one design and PHRF racing on the 5th and 6th, and the Intergalactic Beer Can Championships on the evening of the 6th. Windjammers' Bill Patterson handled the Santa Cruz 27 Nationals, this year's "prestige" event, on the 5th, 6th and 7th. John Utter took charge on the North shore for the Challenge races on July 7th, followed by a Ladies Day series on the 8th. The conclusion of the festivities, as it was last year, was the Trans Tahoe long distance race, a 29-miler around the Lake with the start and finish off Tahoe City.

Having lost money last year, the organizers weren't eager to repeat that again. This year they planned to break even with considerable help from local business organizations. The South Lake Tahoe Visitor's Bureau contributed a couple of grand for advertising and the casinos, suffering from a poor spring due to the mudslide closure of Highway 50, eagerly chipped in coupons for drinks, food and gambling. "We're not out to



Roy Lonberger's Santa Cruz 27 Magna pursues the fleet.

make a profit," says Mike, "but we certainly don't want to end up behind."

The first half of the week centered around the Tahoe Keys, as does most of the South shore racing scene. Often referred to as "the Keys", this is the closest thing to a home base that the Windjammers have. Located between Camp Richardson and downtown South Lake Tahoe, the area was once a verdant swamp, the point at which the Truckee River empties into the Lake (the Truckee resumes its flow at Tahoe City to the northwest). About 20 years ago the Dillingham Corporation of Los Angeles decided to develop the area. They dredged the sandy soil, forming a maze of finger-shaped islands connected to the main Lake by a pair of channels.

Folks didn't rush down to buy up the lots





on the Keys however. During the long winter months they were cold and the lack of vegetation left the early houses exposed to whipping winds. The sandblasting effect took a heavy toll on the early residents' windows. "I could have had a lot there for about \$9,000," says Franceschini, a local schoolteacher. "But who wanted to live there? It was too cold and windy."

Had Mike made that investment he would now own a prime piece of real estate. More houses and more trees dulled the wind's knife blade. A growing awareness of Tahoe's unique shoreline and the resulting protectionism which has clamped down on new developments served to boost land values. The lot that Mike turned down is now probably worth 25 times the original price. With the ski slopes and casinos in sight and the Lake a stone's throw away, the Keys have become a unique spot not only in California but perhaps the world.

Ross Groelz of Windjammers YC.



The influx of wealth has had its effect on sailing as well. In the 60's the marina in the Keys had only one wooden dock. The small forklift used to put boats in and out of the water required several bodies on the back end in order to keep it from tipping over. Now, though, there are over six docks with 200 berths, and each year one of the wooden docks gets replaced with a modern cement one. A thirty-footer used to be considered big, but now they're renting to boats over 50 feet. Prices have risen as well. Top dollar for a slip on a new dock with electricity will cost you \$8 per foot, with the low end of the scale being \$5 per foot if you pay six months in advance. Shorter term rates are \$2.95/foot/week or \$.85/foot/day. Living aboard is okay and there are showers, dry storage facilities and a restaurant close by.

Many of the Windjammers used to berth at

TAHOE



The beach at Timber Cove.

the marina, but the higher rents have forced them away. Although it's technically not legal, many of them rent dock space from homeowners in the Keys. Rates are determined individually, which means whatever you and the homeowner can agree on. Shy away from renting space from the condominium docks, however — the day we were there two boats moored in front of the condos were about to be impounded by the police.

Lest we create the wrong impression, the owners of the Tahoe Keys Marina, Ray Carreau and Richard Horton, aren't money grubbing ogres by any means. During Sail Week they parked some of their old wooden docks in an unused portion of the marina and rented out slips to the Santa Cruz 27 fleet for \$25, and that included launching and haul out!

Mike Catherwood, who has lived on the south shore for nine years and owns the

Santa Cruz 27 *Gonnagitcha*, points out that the Keys aren't the only place to keep a boat. To the west there is Richardson's Marina and to the east are Beachcomber, Timber Cove, Ski Run and Lakeside marinas. Just to the north over the Nevada line are Zephyr Cove, Cave Rock and Logan Shoals. Most of these have ramps and mooring buoys but few offer the protected harbor conditions found in the Keys.

Catherwood says there isn't all that much cruising on the Lake, although there should be. His idea of a great time would be to live aboard and gunkhole your way around the Lake, stopping at places like Emerald Bay, Tahoe City, Sand Harbor and Zephyr Cove. It would take four or five days to circuit the 72-mile shoreline.

Mike, who owns the Cedar Lodge Motel in Stateline, spends most of his time on the water racing. He and others from the south shore point out their end of the Lake has steadier winds than the north side, and often more of it. Unlike the Bay, there are a lot of quick shifts which force you to keep your eyes open. Catherwood and others also point out that you can drink the water and

gear lasts much longer since it's not being eaten up by salt all the time. He'll gladly fill in anyone who wants more information when they stop by his motel, as well as give you some casino coupons, nickels for the one arm bandits and drink chits for some on-shore activity.



Mickey Lowell of Sunnyside, left, was the surprise of the SC 27 nationals.

LAKE TAHOE RESULTS

Fourth of July Series: Division A — 1) Olson 30, Greg Dorland, Homewood; Santa Cruz 27 — 1) *Hot Flash*, Brendan Meyer, San Francisco; Division B — 1) *Mr. MacGregor*, Wylie Wabbitt, Kim Desenberg, Alameda; Division C — 1) *Catch-22*, J-22, Mickey Caldwell, Oakland; Division D — 1) *Nembrotha*, Santana 20, Jim Biller, South Lake Tahoe.

Firecracker Series — Division A — 1) *Mount'n Momma*, Olson 30, Bruce Seymour/Glenn Barclay, Zephyr Cove; Santana Cruz 27 — 1) *Sumo*, Dan Page, Santa Cruz; Division B — 1) *Fast Co.*, Martin 242, Don Martin, Vancouver.

PHRF and One Design Series — Olson 30 — 1) Greg Dorland, Homewood; J-24 — 1) *Cornicchio*, Steve Bossi, San Francisco; PHRF — 1) *Fast Co.*, Martin 242, Don Martin, Vancouver.

Intergalactic Beer Can Championships — 1) *Mr. MacGregor*, Wylie Wabbitt, Ian Klitza, Alameda; 2) *Wet Dream*, Wylie Wabbitt, Warren Marshall/Levon Touryan, South Lake Tahoe; 3) *Hobie 33*, John Clauss, Homewood.

Santa Cruz 27 Nationals — 1) *Hot Flash*, Brendan Meyer, San Francisco: 6,2,1,2,1 = 11.5 pts; 2) *Marley*, Charlie Webb, Monterey: 3,8,2,1,2 = 15.75 pts; 3) *Bloody Mary*, Franz Klitza, Vallejo: 7,1,3,3,4 = 17.75 pts; 4) *Sunnyside Up*, Mickey Lowell, Sunnyside: 1,4,4,7,7 = 22.75 pts; 5) *Variety Show*, Rob Schuyler, Santa Cruz: 11,5,5,9,3 = 33.0 pts.

One Design Series — J-24's — 1) *Wild Canary*, Clark Jenkins, Carmichael; 2) *Ozone*, Steve Osborne, Tahoe City; 3) *Lyon's Den*, Jack and Tom Lyons, Reno.

Ladies' Day Races (mixed crews) — 1) Debbie Middleton, *Fast Co.*, Martin 242; 2) Janice Dorland, *Damifino*, J-24; 3) Candy Garnett, *Hot Rod Lincoln*, Moore 24.

Trans Tahoe (113 entries) — First to finish — *Hobie 33*, John Clauss, Homewood; First Corrected Time — *Sorcerer's Apprentice*, Santa Cruz 27, Joe Shimek, Monterey. J-24's — 1) *Slithergadee*, John Niesley, Loomis; Olson 30 — 1) *Mount'n Momma*, Barclay/Seymour, Lake Tahoe; Wylie Wabbitts — 1) Michael Clauss, Homewood; Santana 20 — 1) *Nembrotha*, Jim Biller, South Lake Tahoe; Santa Cruz 27 — 1) *Sorcerer's Apprentice*; Moore 24 — 1) *Mercedes*, Verutti, Santa Cruz; Santana 525 — 1) *Contagious*, Pat Mitchell; PHRF 0-149 — 1) *Desperado*, Express 27, Bob Klein, Incline Village; PHRF 150-175 — 1) *Dos Equis*, Merit 25, Rick Lowrey, Sausalito; PHRF 175+ — 1) *Sweet Tangerine*, San Juan 21, Paul Washburn; Working Sails Only — 1) *Windy*, San Juan 28, Darryl Atanasu.

There wasn't much time for extended onshore activity during this year's Sail Week, with races every day except for Sunday the 10th when they gave out the trophies. Winds varied from mild to mucho macho, with a recorded peak of 55 knots on Friday, the day of the ladies races. The Santa Cruz 27's, who held their nationals here in 1978 with heavy air, had a full range of conditions to test the 24 contestants. Four buoy races plus a long distance contest were originally planned. Unfortunately the weather mark drifted away in the fourth heat (a not uncommon happening due to the sharp drop off close to shore), which forced the committee to hold two buoy races on the final day and cancel the long distance measure.

The results show local knowledge wasn't paramount: San Francisco's Brendan Meyer sailed *Hot Flash* to the crown, followed by Monterey's Charlie Webb in *Marley* and Vallejo's Franz Klitza in *Bloody Mary*. Placing a surprising fourth was north shore sailor Mickey Lowell in *Sunnyside Up*. Mickey owned a 27 years ago on the Lake, but has been sailing an Olson 30 and his custom Nelson/Marek Tahoe 28 in the years since. He chartered a boat for the nationals and proceeded to win the opener. He also took the ill-fated fourth race and would have ended up second overall had it held up.

For boatbuilders and designers, Sail Week

has become a showcase for their latest efforts. Last year Kim Desenberg of Alameda's North Coast Yachts brought his new ultralight 24-ft Wylie Wabbitt up and smoked the competition in both the Fourth of July races and the Trans Tahoe. Like their furry name-



"They got a lake too!!"

sake, the Wabbitts have since multiplied and there are now eight that call Tahoe home. They continue to take home the hardware, repeating as winner in the Fourth of July races and placing 1-2 in the Beer Can championships.

This year the Wabbitts were challenged by another newcomer called the Martin 242, a beamier, more cruising oriented 24-footer graced with a good turn of speed. Designer Donnie Martin of Vancouver, who's known for his 1/2 and 1/4 tonners and the cruiser/racer Martin 32, has had good success with this 2,300 pounder in Canada. He's aiming for a piece of the American market and personally brought one of his 242's down for Sail Week. With a PHRF rating of 147, three seconds a mile faster than the Wabbitt, the 242 proved impressive. They won their division in the Firecracker races and the mid-week PHRF series. In the blustery women's races, Debbie Middleton steered the boat to victory over Janice Dorland in a J24 and Candy Garnett in a Moore 24.

With all the out-of-towners around, Tahoe sailors may have felt a little overwhelmed, but still managed to hold their own on the race course. Greg Dorland of Homewood is a perennial threat both on the Lake and elsewhere. He's now sailing Olson 30's, winning the PHRF series. Glenn Barclay and Bruce Seymour, the latter with homes both in Marin and Lake Tahoe, teamed up in the Olson 30 *Mount'n Momma* to take class honors in the Firecracker series and the Trans Tahoe. The Clauss brothers of Homewood also upheld local honor. John sailed his *Hobie 33* to first to finish honors in the Trans Tahoe while Mike won the Wabbitt class in that contest.

Another Sail Week is in the books, and it

looks like we'll see a repeat next year. There's talk of replacing one day of racing with a cruise to Emerald Bay for a raft up and barbecue to give everyone a chance to savor the ambience of this High Sierra setting. It's the kind of place that gets into your blood and you have trouble not going back. The organizers of Sail Week are counting on that for the future.

— latitude 38 — suc

INNOCENTS ABOARD

From the city dock at Uturoa, Raiatea, we could see the silhouette of Bora Bora 30 miles away. It looked mysterious and beautiful and we were really excited about going, and seeing what was reported to be the most beautiful lagoon in the world.

Leaving the dock was easy; there was no anchor to get up. Start the engine, cast off the dock lines, pull in the fenders, and we were on our way. We motorsailed through the lagoon between Raiatea and Tahaa and out the long pass on the northwest side.

Passes still make us a little nervous even after running a dozen or so. The breakers on either side, strong currents, and disturbed water are evidence of great forces meeting — with you in the middle! We almost always have sail up as insurance against engine failure but even so it is a relief to be clear and out in the open ocean again.

It was a pleasant downwind sail and the closer we got the more spectacular the island looked. We even saw a phenomenon we had read about but had never before experienced. The underside of the clouds were light green from the reflection of the lagoon, and even more wonderful, the white tropicbirds that always fly in close pairs were also reflected green from the beautiful shallow lagoon.

We had just entered the pass on the west side of Bora Bora when a rain squall struck, cutting visibility way down. But there was plenty of room so we circled around until we could see again, turned sharp right, and watching for coral heads took the narrow unmarked channel between the outer reef and Toopua, a big motu west of the main island. Since we were looking to get away for a while, we passed up a spot with five anchored boats and took the next anchorage south. We had it all to ourselves.

The next day we could see the tracks shells had left in the sand thirty feet below

ALL PHOTOS BY LARRY & BETTY ANN

As she jumped there was a loud bang, a tremendous roaring noise, and a bubbling of water behind her head. I was stunned by the whole thing, thinking the valve had come off her tank, while she was hollering "Shut it off! Shut it off!" I swam over, shut the valve off, and found the high pressure hose missing. Looking down, I saw it and the regulator on the bottom. Her entry form had been flawless, but she had neglected to completely clear the boat and had smacked it with the regulator. Now that we were down to one regulator, we took turns scuba-ing while the other snorkeled. We did find some nice shells.

That afternoon we went ashore on the motu and found Hiro's Bell, a huge slab of volcanic rock that rings like a bell when struck with a rock. We spent ten or fifteen minutes banging away on the rock and listening to the bell. It takes but little to amuse the simple. On the way back to the boat we caught some "tupas", a small land crab that lives in holes and eats fallen coconuts. They have a unique sweet flavor from the coconuts, and nine of them made a delicious dinner for the two of us.

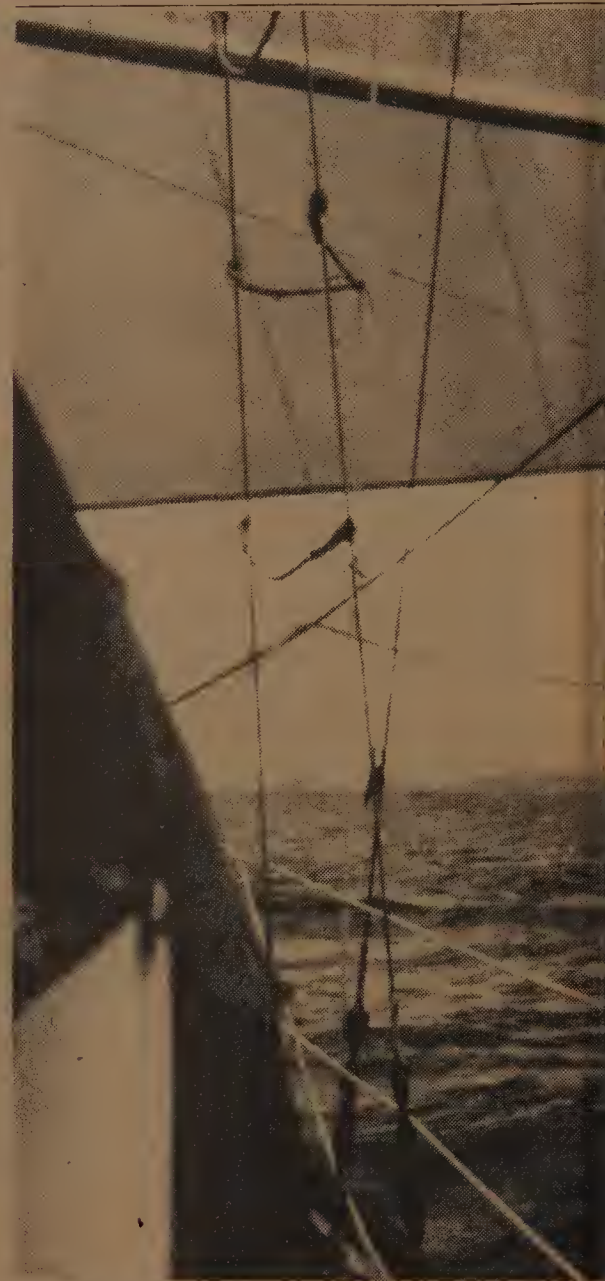
Another good thing to eat on Bora — which I don't think grows on any of the other islands — is either a pen shell or a giant mussel. With a shell from 12 to 18 inches long and nine inches across, they live in shallow water with about four inches showing above the sand. Everybody gave us directions to find the shells, and in the manner of true treasure hunters we came back empty-handed the first trip. But we persevered and finally found them. They are firmly anchored to the sand and take a lot of work to break free. We were exhausted by the time we had gathered seven, but it was

Looking down, I saw her
regulator on the bottom. She
had neglected to clear the boat.

the boat and decided to go shelling. Thirty feet is a little deep for us to snorkel, so out came the scuba gear and over I went. Betty laughed at my entry because I wasn't very graceful, so of course I watched to see how she would do.

worth it. Seven were enough for two meals for the two of us, and with a piece of meat resembling a scallop but bigger, they were good sauteed in garlic and made a great Coquille St. Jacques.

When we went to anchor off the Bora



Many believe Bora Bora to be the most beautiful island in the world.

Bora Yacht Club, we decided to anchor with line instead of the usual chain, as the water was 75 to 90 feet deep. This was the first time in over two years we used line. We picked a good spot pretty close in to the Club, with good room all around, and let it go. We fell back, and back, and back, and back, on our anchor. There was a straight line from anchor to boat instead of the catenary you get with chain. We also sailed about a lot on the line and came too close to some of the other boats. After three tries — at least line comes up easily — we finally got it right, but from now on we'll use the chain.

Michelle runs the Bora Bora Yacht Club [Editor's note: This has changed, see

AT BORA BORA



Changes in Latitudes] and is as friendly and helpful as can be. Rides into town, where to get something or where to get it fixed: Michelle has the answer. She also puts on great dinners and barbeques, as well as provides a place for yachties to gather and shoot the bull.

She also knows where you can rent bicycles and, since the road around Bora is flat with only one small hill, this seemed like a good idea. We paid our 600 francs (about \$5) and took off. A 25-mile ride doesn't sound like much, a mere leisurely five hours. But if you haven't been on a bike in twenty years, you find the seat is mighty hard long before the end of the trip. Anyway, it's a good way to see a beautiful island.

If you get tired of anchoring in deep water there is a dock on the south side of Faanui Bay, within walking distance of the Yacht Club. It is sheltered from the prevailing winds

and has water available. The depth at the dock is thirty feet or more, rapidly shelving to 90 feet, and the water is crystal-clear. While we were there a Polynesian lady wearing a big straw hat who had to be over 70 years old, was throwing out a hand line. She pulled in three fish of 10 to 15 pounds. When

she told me she was using octopus for bait and I had some in the refrigerator left over from a meal, I had to get with it.

Well, the lady took her fish and went home, so that left me and a local man of about 18. It's amazing how competition can

spring up where none is intended. He had a spinning reel and would cast way out and retrieve in the approved short jerks under the admiring glances of four of his buddies. I would throw my hand line about a tenth as far as the old lady, when I didn't foul it in *Dove's* rigging. Of course they all laughed.

They stopped laughing when I pulled my line, it became taut and the struggle began between me and the mighty fish. After an epic battle I landed an automobile tire, again to ringing laughter. But as their champion didn't even catch that much, we all laughed and considered it a draw.

Tying to that dock turned out to be a Good News, Bad News joke. The Good News was you could stay until the weekly copra boat came. The Bad News was they had a party one night while we were there. A thatched hut had been built, amplifiers installed, and they went at it. Both Betty and I like music, especially Tahitian music with its Tamurai beat. But this was a combination of the worst of American country music and Lawrence Welk. That's even okay, but it didn't stop until 5 a.m., amplified and twenty feet from our boat. If we had known it would go on all night we would have joined them. But you know how it is, we kept hoping they'd stop.

Sitting around the Yacht Club you could see the island of Maupiti just 27 miles to the west. Even though we were in Bora Bora, a paradise in itself, there is always something about the next island that is just about irresistible. Especially if you can see it.

There was a lot of talk amongst the cruisers about going there since it is rarely visited by pleasure vessels. The reason it is rarely visited becomes obvious when you read the Sailing Directions. A couple of quotes: "The lagoon is encumbered with coral reefs and affords very little anchorage space". Referring to the entrance pass: "It is

After an epic battle I landed
an automobile tire. But their
champion didn't even catch that.

narrow and tortuous and only available to small vessels with local knowledge during fine weather . . . in bad weather the sea breaks across the entrance and in fine weather rollers are common. A strong current always sets out the pass". Doesn't sound

INNOCENTS ABOARD



too good. Why would anyone want to risk it? I can't speak for anyone else but we were tired of the "yellow brick road". Tired of being the fifth or tenth or twentieth boat in an anchorage. We wanted to see some place a little off the beaten track.

Going to Maupiti is only a small deviation, however, and not nearly as bad as it sounds. A small ship, 70-80 feet, regularly calls to pick up copra and drop supplies, and other yachts have been there. If a ship can fit through the pass, so can *Dove*.

Betty Ann with the bicycle she rode around Bora Bora.

After three days of fine weather, we left Bora with a light easterly breeze and motor-sailed over. The pass was hard to spot without going in closer than you felt comfortable with, and was obscured by breakers until you got right there. Once you saw it, it wasn't too bad, since on a nice day you could see where it wasn't breaking and go for it. A bit

of tight jaws — with breakers on each side and an occasional wave picking *Dove* up and helping her on the way without quite breaking — and we were through. Once in the channel we motored between two islands and it was well-marked all the way to the village dock. We declined the dock as it was open to the prevailing southerlies and anchored out in the lagoon.

The next day we dinghied ashore, wandered around, and found a couple of little stores. They even had the ubiquitous baguettes — French bread — flown in twice a week from Papeete. The Westsail 32 *Tashtego*, with Tom and Mary James aboard from Oregon, had sailed in and we decided to walk around the island together. I had brought my machete so we had coconuts for refreshment in the heat. It was only a two-hour walk, but quite scenic, and we met a lady who kept a log of yachts that had visited. I don't know how long she had been at it or how accurate it was, but *Tashtego* and *Dove* were probably the 30th or so yachts to register in her book.

Always anxious for lobster, we asked her husband if there were "langouste". He said a few, at night, on the reef, but declined to come as he had to work the next day at the airport. We got together with *Tashtego* and set out about 9 o'clock for the outer reef. After two hours of wading, knee to chest deep, we had seen many interesting things: small crabs, lion fish, stone fish — both poisonous — sea urchins, moray eels, all kinds of other reef life, and one small slipper lobster. Since there was only one we let him go and went home empty-handed.

The next day while Betty was shelling, I shot a six-foot octopus. We had a big debate over the size of the octopus since I measured him from the tip of his longest tentacle to the center, times two. Betty disagreed since he only had one long tentacle. Something had eaten the rest. Be that as it may, we ate what was there. Even after pounding on the sand and the cutting board, he was tough as nails. From now on we only chase the small ones.

The next day the wind had picked up from the south and we were concerned about getting out the pass. That evening we walked over to look at the pass. It didn't look too bad, so we decided to leave at the crack of dawn the next morning. We motored down the pass and everything looked good, but like so many things that just creep up on you, it got worse and worse. By the time we realized we shouldn't be there, it was too

AT BORA BORA



Larry with the catch of the day.

four-foot waves were breaking over the bow and we were stopped in our tracks. We lost steerage way, and started to fall off towards the breakers.

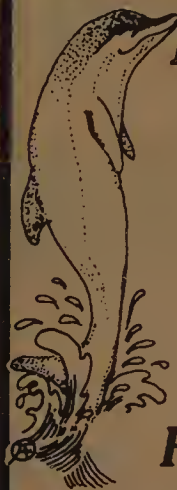
I have said a lot of bad things about our engine for the trouble it has caused, but that day those 37 horses earned their keep. We revved it up to twice as fast as we had ever run it before, and ever so slowly crept out of the pass.

When we stopped shaking we set sail back for Bora Bora and had one of those sails that sometimes make up for the scary parts. We beam-reached along at seven knots, sailed through the pass and by the Yacht Club, put the sails down and started motoring to the copra dock when the engine overheat alarm went off. Wow! If that had happened coming out of Maupiti we would have lost the boat for sure.

Sometimes a little luck helps a lot.

— Larry Rodamer

late. The pass was too narrow to turn, and with the current pushing us, we might not have been able to go back anyway. By now



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THE RACING

RACES PAST

Express 27 Nationals

A mixture of Northern and Southern California Express 27's met at the Silvergate YC in San Diego for their national championships on July 8th and 9th. Sailing off the beach south of Pt. Loma, they were treated to 'foul-weather-gear-free' sailing, with winds averaging 10-12 knots in ocean swells and no spray. Leading the way was Jeff Pearson's *Sweet Pea* from the Santa Cruz YC, driven by John Kostecki of Novato. Second came Roy and Carol Falk's *Locomotion* from Sausalito YC with George Pedrick at the helm.

Locomotion's final placing did not come easily. Going into the last race they were in solid second, but a screw-up by the committee in the starting sequence after a general recall caught them away from the line at the gun. Roy Falk protested to have the race thrown out, but instead received a 20% redress. That left *Locomotion* tied with Tom Blanton's *Expression* from Marina del Rey. Based on their better race scores, the Falks got the second place trophy. Blanton got third and mad.

Fourth went to John Liebenberg's *Friday* from Richmond YC and Buzz Blackett's *New Wave* from Richmond YC came fifth.

Doublehanded Lightship

Rescheduled from April 23rd (when a gale forced the race committee to abandon for the day) the Doublehanded Lightship race took place on July 9th. Only 27 entries competed, one-third the number who had signed up for the April date. Those who did come, though, were treated with spectacular weather and winds less than 15 knots. First to finish and the only multihull was Barry Parkinson's Buccaneer 33 trimaran *Wiamea* from Petaluma. Second across the line and corrected time winner in fleet and Division B was Bill Mcluen's Mull 30 *Sparky* from Piedmont.



Other winners were: *Division C* — **Liebchen**, Tartan 37, Don Greening, Sunnyvale; *Division D* — **Sea Fire**, Buccaneer 295, Raymond Frazee, San Ramon; *Division E* — **Wildflower**, Cal 27, Brian O'Donaghue, San Rafael; *Division F* — **Slartibartfast**, Santana 22, Bill Waters, Sausalito.

Silver Eagle Long Distance Race

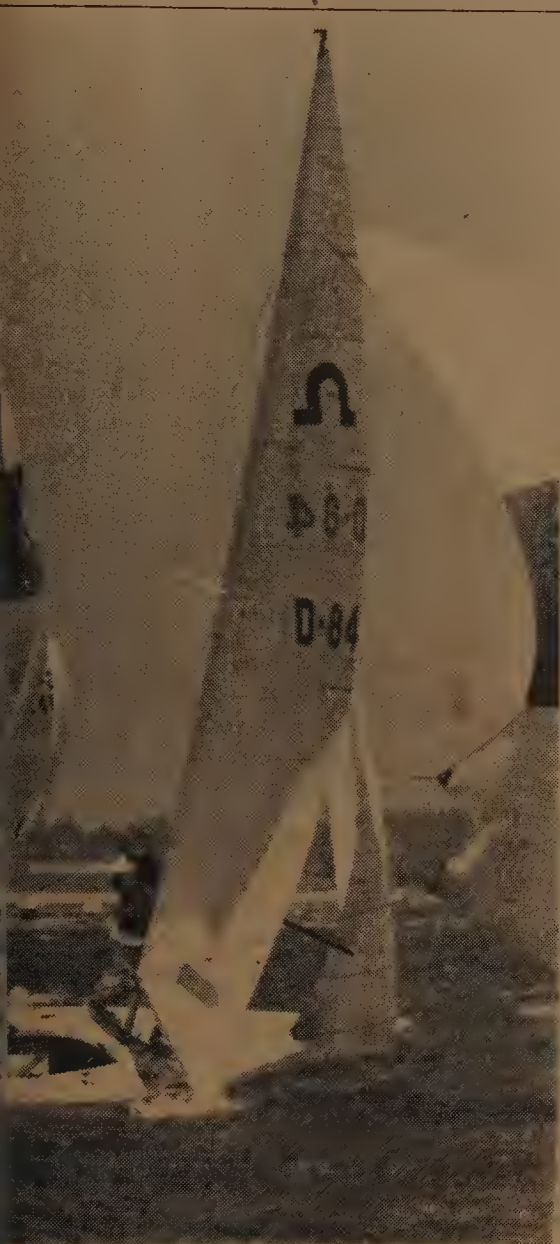
Barry Parkinson's trimaran *Wiamea* returned to the first-to-finish podium on July 16th for the Island YC's Silver Eagle inside-the-Bay long distance race, beating 67 other entries. First monohull across the finish line at the St. Francis YC was *Wolfpack*, formerly *Sioc*, the Serendipity 43 now owned by Lee Wolf of Coyote Point. Sailmaker Dee Smith was aboard to offer his advice.

The big news, though, is that *Lulu*, Bob Wilkie's cat-rigged Nonsuch 30, won on corrected time. The victory served to vindicate last year's disqualified winner, another Nonsuch 30 sailed by Dave Vickland. This year Vickland crewed for Chris Crispel aboard the

Nonsuch *Seawind*, sailing boat-for-boat with *Lulu*. With lots of reaching legs in the race, these boats were well suited to the conditions and pushed each other hard.

Also aiding the middle of the fleet boats was the tide situation. When the wind lightened up at the Richmond-San Rafael bridge on the way to the turning mark in Vallejo, *Lulu* and the boats around her got swept north by the flood. Coming back they hit another hole, but by then the ebb had started and they coasted through once again.

The final results were: *Division I* (PHRF 0-137) — 1) **New Wave**, Kame Richards; 2) **Ravage**, Jack Barr (protest pending); 3) **Killer Duck**, George Creamer, Jr. *Division II* (PHRF 138-162) — 1) **Wet Spot**, Michael O'Callaghan; 2) **Cheap Thrills**, Mike Dias; 3) **Tom Cat**, Alan Sebastiani. *Division III* (PHRF 163-180) — 1) **Lulu**, Robert Wilkie (first overall); 2) **Neja**, Jim Borger (third overall); 3) **Seawind**, Chris Crispel. *Division IV* (PHRF 181+) — 1) **Dulcinea**, Mathiasen/Pritchard (second overall); 2) **Cat's Paw**, Donald Walder; 3) **Con Carino**, Gary Albright.



Jibe mark action at the Soling Worlds.

Beer Can Winners

Whether it's the America's Cup or beer can races, somebody always wins. Here's a look at some of the first half victors of the latter, who didn't spend a fraction of what the folks in Newport, Rhode Island do, but often have just as much, if not more, fun.

At Alameda's Island YC, Dick Heckman's Olson 30 *Saint Anne* took the spring "First Friday Night" series, followed by Don Abbott's Pocket Rocket *Second Stage*. In Division B, Ray Osborn's Cal T/4 *Two-Bits* led the fleet, with David Fullerton's Ranger 26 *Consultation* close behind. In Division C it was Chris Jones' Star *Swinger II*, followed by Leonard Thompson in his US 27 *Natural High*. Dave Hankel and his Santana 22 *Expresso* captured Division D, with another "Tuna 22" *Buffalo Honey*, sailed by Lou Fiels, in second.

Just down the Oakland Estuary from the

Island YC, 86 boats took part in the Encinal YC Friday night series. Winner of Division 1 for boats rating up to 165 PHRF was Don Trask's J29 *Smokin' J*, followed by Kim Desenberg's Wylie Wabbitt *Mr. McGregor*. Division 2 was for boats rating PHRF 191 and above, and went to David Halaby's Columbia 27 MK II *Mona Too*, with Ray Little's Nightingale 24 in second. Division 3 was for PHRF 166 to 190. Don Abbott's Pocket Rocket *Second Stage* won that one, with John Gulliford's J24 *Phantom* next. For boats rating up to 210 but not using spinnakers (Division 4), the fastest was Kurt Rodriqs in his Newport 30 *Koala*, trailed by Paul Tobie's Kiwi 30 *Illusion*. Finally, Division 5 was for PHRF 211 and above without spinnakers. Richard Swanson's Victory 21 *Vite* was the winner and Lou Fields took second in his Santana 22 *Buffalo Honey*.

On the other side of Alameda at Ballena Bay's Friday night series, the non-spinnaker brigade was headed by Paul Mazza and Steve Montoya's Santana 22 *Ozuna Tuna*. Tom Montoya and Glen Miller led the spinnaker users in the J24 *Toad*.

Soling Worlds

With visions of Olympic gold medals dancing in their heads, 64 three-man Soling teams from around the world showed up at the St. Francis YC for the July 14 to 21 world championships. Sailed on the Berkeley Olympic Circle, the seven-race series was windy, but not always from the direction Bay racers are accustomed to. Top Bay Area finishers were Jeff Madrigali of the San Francisco YC (13th) and Scott Easom of the Sausalito YC (29th). Both Easom and Bill Barton, who crewed for Madrigali along with Bob Billingham, were amazed that instead of the wind shifting right on the first beat as it usually does, it swung left during the first three races. Both teams started slowly but rebounded in the latter races, Madrigali notching a fourth in the fifth heat and Easom likewise in the finale.

San Diego's Robbie Haines won the event

with an impressive string of four firsts in races two to five. He had to overcome a DSQ in the opener and a tough challenge from Massachusetts' Dave Curtis to do it, though. The two match raced in the last two races, with Haines pulling away upwind once he got free. His crew included 270-pound Robert Kinney, whose heft helped in the 18- to 25-knot breezes.

Madrigali had his own heavyweight in Billingham, who tips the scale at 260 pounds. Bob will shift over to crew on Ed Bennett's Star boat from Oakland for the August 1-6 Olympic Classes regatta in Long Beach. Both Madrigali and Easom will also be there in Solings, although Jeff will have to find a new crew for the series. Easom will again team up with the father-son combination of David and Bob Steed. This trio have banded together to form a unique syndicate dubbed "Team Sausalito". Their boat is owned by the San Francisco Bay Sailing Association and they receive support from that organization as well as friends at the Sausalito YC.



A scene from the Silver Eagle.

follow. There is no entry fee. For more information call Mark or Steve at 332-2815 or 332-7068.

Knarr Internationals

The San Francisco YC will host the 1983 International Knarr Championships from August 28th to September 3rd. Ten American skippers, five Norwegian and six Danes, including last year's champion David Holm, will compete in this event, started in 1969 by Bay sailors Knud Wibroe and Richard Griffith. The venue rotates between the United States, Norway and Denmark, and this year's course will be set on the Berkeley Olympic Circle. Besides the overall trophy, American sailors will compete for the top national honors and the outstanding American woman crew will receive the Millicent Hickman Memorial Perpetual. For more information, contact Saloma Fisher, (415) 435-4653.

Big Boat Series

The St. Francis YC has started preparing for their annual IOR festival, the Big Boat Series, which will run this year from September 11 to 17. This year's "big" Big Boats will be ULDB's rating from 56.0 to 70.0 feet under the IOR rule. Invited to attend are three of the most famous examples of the "Fast is Fun" genre and all first-to-finish winners of the Los Angeles to Honolulu TransPac — Nolan Bushnell's Holland 67 *Charley*, UC Irvine's Spencer 62 *Ragtime* and the Bill Lee 67 *Merlin*. Bar talk has *Merlin* under charter to Sherry Wilson, Janet Gomez and others involved in last year's all female team in the 36-foot *Sweet Okole*. They'll race co-ed this time, though.

Also on the list is the Nelson/Marek 67 *Saga* and a slew of Santa Cruz 50's, including *Chasch Mer*, *Miss Magic*, *Kathmandu*, *Night Train*, *Oaxaca*, *Octavia*, *Raider*, *Samurai*, *Scotch Mist II*, *Tribute*, *Rocket* and *Upbeat*. The remaining four divisions — City of San Francisco, Atlantic, Keefe-Kilborne and Richard Rheem — will be filled by West

Coast standouts such as *Tomahawk*, *Checkmate*, *Zamazaan*, *Secret Love*, *Salute*, etc.

One boat which has yet to be invited, but is making a strong case for their inclusion, is Warren Yee's 14-year old Derecktor 44 *Salty Tiger*. The Oakland exporter has campaigned his aluminum sloop with great success, winning his YRA handicap class in 1981 and currently leading the 1983 HDA season. *Salty Tiger* was a state-of-the-art boat back in 1969 when it won the SORC, but it is now an antique relative to the other boats that would rate similarly (33.8 feet IOR) in the Big Boat Series.

Yee realizes he's bucking the racing trend by asking to be included, but he is upgrading the boat now to help his case. The bottom is being faired and painted with a hard racing vinyl and the boat is getting a complete paint job. He's consulting with naval architect Bob Smith and veteran builder and IOR measurer Myron Spaulding on what can be done to improve the boat's rating and competitiveness. For crew he's lined up several excellent sailors, including past YRA champ John Demeter of the Cal 33 *Wavelength*, East Coast skipper Eric Nordholm, and Tom Turniss, who crewed on the 12 meter *Courageous* when she won the America's Cup in 1974. He's also getting some new sails for



Knarr-ly sailing.

the series.

Yee is banking on the appeal of having his former SORC champ meeting the 1983 winner of that event, Monroe Wingate's Serendipity 43 *Scarlett O'Hara*. The latter is currently competing in the Admiral's Cup in England but reportedly will be back in town for the Big Boat Series. While this past vs. present angle has potentially great appeal to observers and contestants alike, there's still the question of whether *Salty Tiger* would be so badly outclassed by the fleet of modern, high tech machines as to be an embarrassment, or worse yet, a nuisance on the race course. The decision rests with the St. Francis YC race committee.

One other new aspect to this year's series will be the absence of Jim Taylor as race manager. Jim decided to leave his post at the St. Francis after four years and start making 'mini 12's', which are 12-foot replicas of 12 meters that can be sailed by one person. He's formed a company called Millimeter Marine, based in San Rafael, which is now turning out these 450-pound yachts designed by Mill Valley's Bob Smith. Bill Kreysler, who used to make Lasers and

THE RACING



The new wave of 18 sailing: two man crew and fixed spinnny pole.

COURTESY OF MIKE TURNER

Short Notes . . .

Corte Madera's Mike Lingsch and his Odyssey 30 *Odyssey* continued their winning ways in shorthanded racing, taking the June 25th *Dulbar* (Duxbury-Lightbucket-and-return) race, sponsored by the Single-handed Sailing Society. Nine boats competed . . .

Tiburon's Hank Easom won the Etchell's 22 Pacific Coast championships on June 25-26 . . . Jeff Madrigali took his record third Laser *Heavy Weather* slalom over the Fourth of July weekend, beating Russ Silvestri in the finale to do it . . . In late June Chris Benedict of Alameda and crew Matt Blake won the West Coast International 14 title at Clear Lake. Chris is now in England supervising the building of some of his 14 designs and checking out the dinghy scene in the United Kingdom . . .

The San Francisco Bay Area Cal 20 fleet topped the visiting Kaneohe YC team racers on July 16-17 in an exciting 11-9 match. Tied going into the last race, the San Francisco team, led by skippers Marcia Peck, Bert Rowe, Charles Gay and captain Nancy Palmer, pulled it out. Next year they go to

Hawaii and they can't wait!

The Perry Cup, a 12-race series for Mercury class sloops on Monterey Bay, was won this year by Pat Bradley and crew John Schlepp . . . Dave Fenix's 55-foot *Bullfrog* sailed through a fleet of 36 starters to win the July 9th Midnight Moonlight Marathon Madness race, followed by Bert Damner's Kaufman 41 *Damn Near*, Chuck Winton's Nelson/Marek 41 *Chimo* and Bob Klein's Peterson 40 *Leading Lady* . . . Boats from as far away as South Carolina, Washington State, Phoenix, Las Vegas and Eugene, Oregon, showed up for the July 9-10 and 16-17 High Sierra Regatta at scenic Huntington Lake, in the mountains east of Fresno. San Francisco Bay winners were Bruce Edwards of Scotts Valley in Lasers, Tom Haines of Palo Alto in Daysailors, Dave Stone of Suisun in Catalina 22's, Len Fiock of San Jose in Santana 22's, and Kim Desenberg of Alameda in ULDB's.

Australia, New Zealand and the United States will converge on San Francisco's Crissy Field from August 18th to the 23rd for the fourth annual U.S. Open 18 Foot World Championships. These lightweight, overcanvassed rocket ships, capable of speeds up to 30 knots under spinnaker, have been attention grabbers each time they've sailed the Bay. This year promises to be no exception. They can be viewed by the public while onshore at the beach area just to the west of the St. Francis YC. The official opening ceremonies will take place Thursday, August 18th, at noon. Races will start at either one or two p.m. on the following days.

Of particular interest this year is a new, 100-pound, two-man boat sponsored by Prime Computer of Australia. The hull is made from balsa wood coated with high strength S-glass and West System epoxy resin and weighs 60% less than the average 18. A rule change this past year allows just two sailors to compete in one boat (three was the previous minimum), and with less crew weight the boat theoretically could be faster. To ease the crew's workload, the boat has a self-tacking jib and a permanent spinnaker pole. The latter is actually a bowsprit extending 2.74 meters in front of the boat. The spinnakers are asymmetrical, like the cruising "gennakers".

Chinese Junk Regatta

From the swift to the sedate . . . On August 21st, Galilee Harbor in Sausalito will host a regatta made up exclusively Chinese junk-rigged boats. The only prerequisite is that the sail or sails remotely resemble a Chinese sail; the boat itself does not have to be a junk. There will be no heavy emphasis on who wins or loses, but rather a chance for owners of similarly unusual rigs to get together. The photographic possibilities should also be considerable.

The day begins at 11 a.m. in Galilee Harbor, preceding en masse from there to the Bay in front of the Golden Gate, past the City Front and back to Galilee (next to the Napa Street pier). A pot luck barbecue will

RACES FUTURE

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THE RACING

J24's with Don Trask, is doing the fiberglass work.

Taking Jim's place is Eric Gray of Kentfield. Eric has been a member of the St. Francis for nine years and grew up in their well-respected Junior Program. He's sailed Lasers and on a variety of big boats, both on the Bay and Ocean. A graduate of UC Berkeley in economics, he also put in many hours helping out with race committee work. He volunteered to help out during last spring's 6 meter racing, and when Jim announced his plans to leave his post as race manager, Eric was asked to take the post.

Arthritis Foundation Regatta

On Sunday, August 14, the Knarrs, Bears, Internationals and Folkboats will race off the St. Francis YC in support of the Northern California chapter of the Arthritis Foundation. Last year this charity event raised almost \$7,500 for its programs in research, education and patient services. The requested contribution for a sponsorship is \$250. Sponsors and their guests are invited to view the racing from the St. Francis, where a luncheon will also be served. To find out more, call (415) 974-1566.

Short Notes

Speaking of the St. Francis YC . . . as defenders of the San Francisco Perpetual Challenge Cup, they have chosen August 27th as the date for this year's race. Challenging from Southern California is the Balboa YC of Newport Beach, who'll send up their Frers 51 *Tomahawk*, owned by John Arens. Under the deed of the Cup, the St. Francis doesn't have to name their defender until just before the warning gun, which will go off at 1 p.m. In the past they've had at least two boats ready, one for light wind and one for heavy. Considering *Tomahawk* soundly defeated Dave Fenix's Peterson 55 *Bull Frog* at Long Beach Race Week in June, the St. Francis will need to come up with somebody real fast.



LATITUDE 38°51'N

Ballena Bay YC will hold the second Kauai Iki Challenge Cup on October 1 for three-boat teams from Bay Area yacht clubs. Divisions for IOR and PHRF entries are also included. This race, from Baker Beach in San Francisco to the Lightbucket and finish off Ballena Bay YC, is a tune-up for the July 8, 1984, Pacific Cup race from Baker Beach to Nawiliwili Harbor on the Hawaiian Island of Kauai. For more information, call Tom Montoya, 865-6641, or Glen Miller, 523-5438.

The six-race 1984 Southern Ocean Racing Conference begins February 3 in St. Petersburg, and ends with the Nassau Cup February 24. The big change in the series is that the SORC's old age allowance will not be used and that even though the races will be sailed under the IOR rule, the IOR ban on Kevlar will not apply.

If you want to sign up for the Singlehanded Sailing Society's Fourth Singlehanded TransPac from San Francisco to Kauai — to be held in June of 1984 — you're not going to be the first in line. Grace Sime, who has always delivered boats back from the race, has already been promised that position al-

though entries aren't officially being accepted yet.

Grace will be sailing a brand new Moore 24 that's being made for veteran singlehanded TransPac'er Don Eldredge. According to Ron Moore, the custom version should be completed sometime in September.

It's also not too early (some might say it's already too late) to start thinking about the 1984 Clipper Cup, to be held from August 4-19 in Honolulu. The five-race series has rapidly become one of the premier world class IOR racing events, featuring plenty of wind, sun and intense competition at the highest level. The Waikiki YC, host for the Clipper Cup, is finalizing the official notice and conditions. They are modifying the time allowance formula for the ocean triangle races and may adjust the handicap mileage for the Around the State race to bring it more in line with the time-on-distance handicap method. They also urge potential entries to get a copy of the IOR MK III rule book, available from the USYRU, Box 209, Newport, Rhode Island 02840. The race notices and sailing instruction contained therein are often not repeated in individual race circulars.



Courageous, with John Bertrand (far right) as tactician, had the best record in the June 12 Meter trials.

AMERICA'S CUP

In Newport, Rhode Island, the preliminary action for this year's America's Cup has begun to heat up. The three American boats vying for the honor of defending the Cup, Dennis Conner's *Liberty*, Tom Blackaller's *Defender* and John Koli's *Courageous*, have been holding a furious three-way contest. It was originally thought that *Liberty* and *Defender*, the two new 12's, would outclass the older *Courageous*, which won the Cup in 1974 and 1977. But the dedication of Koli and his young crew, including Sausalito's John Bertrand, has turned the old boat into a tough match for the other two. They surprised everyone by compiling the best record in the first set of trials in June with six wins and five losses.

San Bruno's Paul Cayard, one of the two headsail trimmers on *Defender*, reports that between the June and July trials their boat underwent some corrective surgery. When

the boat was measured before the June trials, they found that the ends had hogged down. This may have been due to work done on the keel or the bouncing the boat received when it was trucked across country from their winter camp in Southern California. In any case, in order to comply with the 12 meter rule, they had to cut a section off the end of boom, reducing *Defender's* sail area by 30 square feet. Their performance suffered and they were the only boat in the first trials with a losing record of five wins and six losses.

To correct the sagging of *Defender's* bow and stern, the middle of the aluminum hull was cut from deck to keel and a small sliver of material removed. The ends were jacked up and the boat welded back together again. The lost sail area could then be re-added and the results have been promising. Over half-way through the July trials, *Defender* had bounced back to lead with a 6-2 record, while *Liberty* stood at 4-3 and *Courageous* at 2-7.

Cayard says *Defender* is fastest in light airs, although they were learning how to increase their moderate and heavy air sailing with better sail trim. Before the final trials begin on August 18th they may do a little more hull work as well in an attempt to make the boat more of an all-around threat.

The atmosphere continues to get more and more exciting. Unlike 1980, when Conner completely dominated the other American 12's, this year's race for the defender is wide open. Cayard feels the selection committee is being fair and open and that they all have an equal shot at being selected.

As the pressure increases, so do the rivalries between the boats, especially the Conner/Blackaller match, about which much has been made in the press. Blackaller continues to be aggressive and give Dennis a hard time whenever he can. Towards Koli he's more toned down, especially since both *Defender* and *Courageous* are both part of the same syndicate and have shared equipment, sails and facilities for the past 18

months.

Part of the reason for Conner's lack of overwhelming superiority has to lie with the joint effort of *Defender* and *Courageous*. While Conner was testing sails and boats off Newport last summer and San Diego in the winter, Blackaller and Koli were going head to head day after day, leapfrogging over each other with improvements.

They also became very race-ready in the process. One telling statistic from the trials this summer is that Conner has been thrown out of three races after protest hearings. Blackaller and Koli have each fouled out once during the pre-race maneuvering, but acknowledged their mistake and the committee abandoned the race and recommenced the starting sequence.

In the foreign camp, the hottest boat has been *Australia II*, which represents Alan Bond's fourth attempt in the last 13 years to be the first foreigner to win the Cup. *Australia II* has been well sailed and, with a special keel, very maneuverable in the pre-race maneuverings. Designer Ben Lexcen, who's been with Bond through all his challenges, came up with the keel design after a year of tank testing and computer work. It has been described as having a leading edge that rakes forward with a bulbous protrusion on the front, similar to the bows of large tankers. On the bottom are swept-back wings like those of a fighter plane and trim tabs inside the wings.

Very few people have actually seen the keel, however. The Aussies keep it hidden behind security skirts of plywood and fabric when the boat gets hauled out of the water each evening. They also have an armed guard on duty 24-hours a day. When word got out that some press people were going to dive and take pictures of it underwater, they put in an electrical screen as well. All this security costs the *Australia II* syndicate about \$1,000 a week. "Frankly, we'd rather be buying sails," syndicate director Warren Jones told *The New York Times*.

— latitude 38 — suc

WARWICK "COMMODORE" TOMPKINS

PART II

At the conclusion of the first half of the interview, we left Commodore Tompkins working on his Finn in borrowed shop space in Sausalito. Although he'd sailed across the Atlantic 13 times and around Cape Horn with his parents on the schooner Wanderbird, up until this point he'd only done west coast sailing on his own accord. His horizons were about to expand dramatically.

Commodore: While I was working on my Finn one day, a well-known local bakery owner stopped by. He asked if I wanted to race to Honolulu on a friend's Bermuda 40, which is a Bill Tripp-designed centerboard yawl. Although I told the bakery owner I wasn't interested, he stopped by a week later and asked if I wanted to meet the owner of the boat. I thought, 'Why not, a free lunch if nothing else?'

During lunch with the owner, Marvin Carton from back east, I reiterated that I wasn't too hot to go TransPac on his boat because I wasn't too excited by the design and because I didn't get to control the operation — and by this time I was well aware that racing on a boat wasn't much fun unless everything went smoothly. We continued to talk, and Carton asked me what it would take for me to go. I told him, but I assumed that I had sufficiently discouraged him. So I was surprised when as I got up to leave he asked, "When do you want me to send the boat out?" That just blew me away, because I'd never dealt with anyone who acted in such a fashion.

38: Wasn't he the gentleman for whom you later worked as a charterboat captain during your stint in the Virgin Islands?

Commodore: Yes. He later owned *Caravan*, which I ran in the charter trade in the Virgins.

Anyway, he sent his Bermuda 40 out here by train for the TransPac, and it arrived in a shambles. A lot of things happen on a train — never send a boat by train!

38: We remember hearing stories of shipping the Bounty II's east on trains. By Colorado the hobos would have already set up housekeeping. [Laughter].

Commodore: Well that's only one part of it. In this case they hung the main boom up inside the cabin, and lashed it down by securing the roller reefing gooseneck. Well they shunted the train so severely the screws sheered off the gooseneck fitting. So suddenly they had this battering ram loose in the main cabin. It bashed everything to smithereens. [Laughter].

When the boat got here I called Carton and said, 'Look [Laughter]

there's a lot of damage to this boat, and it's going to take some fixing'. He asked me if I could fix it, I told him yes, but it would be a lot of work. He said, go for it. He asked if I had a letterhead, and I said no. He told me to get one, and that's when I had my 'Yachting Services' cards first printed up. So Marvin Carton got me started with the cards back in 1963. We wound up taking second in fleet and class with *Tiare* in that TransPac.

38: Was it rare for someone on the East Coast to send their boat west for a TransPac?

Commodore: Moderately rare. That boat of his was subsequently lost off the coast of Mexico.

38: Did she burn too?

Commodore: We don't know because everybody was lost. Maybe she turned over. *Revenoc* and the famous *Finisterre* were both pretty much sisterships, very beamy shallow centerboarders. These are a popular type on the eastern seaboard because of the shallow water in the Chesapeake Bay and the Bahamas.

38: You're suggesting they were susceptible to turning over?

Commodore: Yes. I think so. *Revenoc* and *Tiare* were both lost with all hands and no trace. The loss of *Revenoc* was a major story because Harvey Conover was a very experienced sailor, and because the boat was beautifully fit. She was lost in the Gulfstream somewhere off Florida. I personally think she rolled over and sank.

38: That's amazing, because doesn't *Finisterre* have a reputation for being such a landmark racing boat?

Commodore: That's why I sailed her, I wanted to find out what she was like. By doing so I convinced myself that she's wrong. Think about it, the boat is 12 feet wide and just four feet deep.

38: Makes for good inverted stability?

Commodore: That's just one part of it. The other thing is that if you heel the boat over 45 or 50 degrees, the rudder is going to be in the bubbles. You've nothing to steer with anymore.

And not only that, the center of gravity on a sailboat is at the waterline or only slightly below it in the best of conditions. The stabili-



interview:

ty comes from immersing the leeward side and changing a couple of things between the ballast and the bouyant hull. Without a heavy keel, boats like *Finisterre* and *Revenoc* have an even higher center of gravity. The hull stability is the whole thing on those boats. So when the boat heels over on its side — which is normally acceptable — it gets very cranky and might go all the way over.

38: Particularly in a good Gulfstream beam wave, we suppose.

A Cal 40? I
wouldn't ever take
one to sea again.

Commodore: Well, the thing to remember is that stability calculations are done on a static basis, without the dynamics of big waves. If you've got a 30-ft wave where the face is 30 degrees from horizontal, the boat is at right angles at a 30 degree slope and gravity is still down. It's almost falling over already! Now imagine that boat roaring down the face of such a wave and slewing out of control for some reason, tripping the rail. She's got no lateral plane, nothing underneath the water — she'll go right over! I've sailed *Finisterre*, and I contend boats like her are not really good designs.

38: It sounds like it wasn't that uncommon for pleasure yachts to be lost in those days.

Commodore: It still is! It still is. You just don't hear about it very often. There was Greene's trimaran that you reported on. And Walter Greene is one of the best guys sailing. He's a wonderful sailor. I can't get him to race with me, he's too damn busy all the time.

38: Commodore, you've spent about as much time as anyone on pleasure yachts on the ocean over the years, how do you stay alive? [Laughter].

Commodore: We've come full circle. I told you that at the outset. It's a combination of experience, intelligence, and avoiding boats that are poor.

38: What do you look for in a boat? This is something that might be of interest to folks looking to buy a boat. Is there any specific advice you can offer, or is it a intuitive feeling you develop after years and years of experience?

Commodore: I look at hull shape, and how it will perform in the various conditions I might expect. That requires some experience and some preparation.

The second thing I look at is structure. I go around the boat to find if there's a lot of cracks in the woodwork, find out if the fittings are rusting or deteriorating in one way or another, plugs are lifting around the edge joints in decks, see if the chainplates appear to be leaking, joiner work around the house is leaking, see if the doors close and open — by the mast in particular. Those are the kinds of things I do.

38: We're kind of surprised hull shape is something you take into consideration when considering a delivery. We figured most boats would probably be satisfactory. Can you give us an example of a boat you wouldn't do a delivery on?

Commodore: A Cal 40. I wouldn't take one to sea ever again.

38: Is that right? A Cal 40?

Commodore: Yes. I was sailing a Cal 40 to windward on the way

home from Mexico one time and the thing — well, I had the smallest sails up with deepest reef, and the boat was still going uncontrollably fast. It was coming off of waves sounding as though cherry bombs were going off in the hull. I found myself thinking, 'I want to be closer to the beach'. The conditions weren't particularly severe either, the wind was probably blowing 30 to 35. I could have hove to, but it wasn't severe enough. The boat's shape was just so unkindly, so unpleasant, that I just wouldn't do it again.

38: It's interesting, Hank Easom once told us he was going to buy a Cal 40 hull until he took a test sail on one. Yet people have raced Cal 40's to Hawaii and back probably 50 times.

Commodore: Sure, people go to Honolulu in them all the time. I just promised myself I wouldn't go to sea in a Cal 40 again. You asked for an example, and that's it. That's a personal feeling.

I also don't like the degree of pounding I've found on some other boats. I recently did a race to Mazatlan on a Santa Cruz 50, Oaxaca, and I found that I didn't like that. I felt it was way too extreme.

38: Is it a matter of being too uncomfortable or too unsafe in your opinion? Or do those two go together in your mind?

Commodore: [After a long pause]. There's only a couple of reasons to go away to sea in my view. One is to have a good time, another is to travel, and the two are obviously intimately related. As a way of voyaging to places — which is what I want to do — you're bound to be somewhat uncomfortable anyway — there's a limited amount of fresh water, a limited amount of people with whom you're going to visit, and so forth. If you combine to that anxiety for not being able to go upwind or some other direction — I'm thinking of recent IOR boats which are somewhat unpleasant to sail downwind in a breeze — it makes the boat an undesirable boat.

Now a Santa Cruz 50 is a wonderful boat downwind, it feels really good, slips along at high speeds, and everybody is very pleased with it. Except me maybe, because I don't really like being in a boat where if the wind goes ahead you go — Oh, my God, the wind's gone ahead, we'll be out here forever! Now Bill [Lee] has heard a lot about these things, and I have a lot of respect for Bill, but I don't like that feeling. I want the boat to be secure enough so that if the wind blows ahead you just have to be able to hunker down and sail the boat upwind. Now I don't feel that way in a 50, and I don't feel that way in a Cal 40. And I didn't feel that way in a *Finisterre*.

I remember sailing *Finisterre* in the Anegada Passage [Virgin Islands], and I thought to myself, 'It's blowing too hard, so I'll just drop the main'. So I dropped the main. It started to blow harder and I wanted to bear off — I had a very weak crew aboard — so I thought if it blew any harder I'd just bear off and run downwind — an accepted practice that reduces the apparent wind, makes the boat sail upright, and gives it longitudinal stability. We were going along about six knots in short steep seas and I thought, 'I'd like to bear off, but I don't want to do it unless I get the sails all the way out, because the boat will heel over too much and because it's unstable'.

I don't like to have to think thoughts like that, so I avoid boats like that.

38: What boat's do you really like? Can you remember five or six throughout the years.

Commodore: I love *Improbable* [A boat Dave Allen campaigned in major races around the world in the early 70's.] very much. She's long and lean, she's light, she's fast through the water, and she's easily sailed with a small crew. So you see, lightweight isn't necessarily the problem, light construction is. People have to be very circumspect about how they go for light weight. One of the biggest problems with light weight is that it gets expensive near the extreme. If you just start eliminating material, that's not really the answer.

Zamazaan [A Farr 52 currently owned by Larry Stewart] was another boat I really liked. She was beautifully built, molded Kaori wood covered with glass. Very strong. She pounded occasionally, but not bad — her big problem being she's too flat in the stern.

38: But she could go to weather very well?

Commodore: Very well. She was easily handled. We sailed her all the way here from New Zealand with four people, two men and two women. And the two women were not particularly strong, either physically or in experience. And she's a wonderful boat to cruise in. I like the fractional rig — because it's easy to change headsails. On *Zamazaan* just one of the girls and I used to change headsails and reef regularly.

38: What other boats have you liked?

Commodore: There haven't been [Laughter] that many really. *American Jane III* was a great boat, that was a Scott Kaufman design. [Pause]. I'm just looking up at my wall [which is covered with photos of boats from his sailing past], and there weren't that many good ones.

38: How long have you been going to the Circuit in Florida? It's what, 25 years old, maybe 26?

Commodore: I don't remember when I went to my first SORC. The ones I remember are *Salty Tiger* which we won with; I sailed on two different *Ondines* in the Circuit; I sailed on *La Forza Del Destino*, which is a blown-up *Improbable*; I sailed *Improbable* and *Black Magic* — that's six SORC's — *Vanina* with the Italians [Laughter], that's seven. I can't remember offhand when that all started.

38: We can remember reading a quote of yours in a *Sports Illustrated* article about an SORC in which there were quite a few problems with the boats holding together.

Commodore: I can't remember the quote exactly, but I was quarreling with the way the rule has evolved. You see the rule has evolved so there is only one criterion for a successful boat — and I think that problem still exists. And I don't know how to solve it.

38: That criterion being?

Commodore: Speed against the rating rule. There is no other qualification. I mean not scantlings, not appearance — there is no other qualification.

38: Getting credit for aesthetics would be nice [Laughter] although difficult to administer, wouldn't it?

But designers and builders do seem to be getting a little bit better at it, don't you think? In the sense it seems there were more problems a few years back when you originally made the quote?

Commodore: No, I don't think that's what happened. I think what happens is that we get technological advances at an ever increasing rate. If you read the right people — *Future Shock* by Toffler — it's not a straight line but an ascending curve. Technological changes grow one on the other. And I think the yachting industry — backwards as it is — responds to these things. So new pieces of technology are implemented into the fabric one after another. And we don't know yet, we don't really know what's going to happen with all these things. So failures are more common today.

In the old days when sailboats were being evolved the processes of testing went on for not tens of years, but hundreds of years. But no more. *Superships* — a fascinating book — talks about this very phenomena. How the big supertankers — well, suddenly it dawned on people they could stretch tankers out and get double capacity for only a little increase in expense in management of the boat and speed. Incidentally Huey Long, owner of the *Ondines*, was very much involved in that. He was one of the first guys to take a tanker, saw it in half, and make it longer.

So the testing process of boats is inadequate in my view. And if

you read the *Superships* book, you find out what happens as a result of inadequate testing. The engineers try to calculate stresses, but that's not as good a test as taking it out to sea and advancing a little bit at a time. Because if you do take it to sea and it almost fails on you, the next time you go to sea, you're going to make sure that problem has been solved. If you're not going to sea in a boat, like most of our yacht designers today, your interest in fixing problems is not quite so

It's a well-known
fact that fear is
a great aphrodisiac.

great, so personal, so immediate.

38: We remember talking to one of the crew of *Kialoa* during the Circuit a year ago, and he and some of the other crews were disdaining the speed of some of the Around-the-World Boats that had entered the SORC as a tune-up. A while later we talked to a guy who raced around the Horn, and he was laughing at *Kialoa*, saying there wasn't a chance in hell she could complete an Around-the-World course. Maybe different boats are built for different ocean conditions?

Commodore: You raise a point which is well worth raising. There is a basic antagonism between what we used to call good seamanship — the fact that we used to call it good seamanship is interesting and indicative of the demise of seamanship today — and racing excellence. In the first instance you try and make things a little extra heavy so they won't fail you in your time of need and suffer the extra weight. In a racing boat you make everything as light as you think you can get away with. So the safety factors are now way down in most grand prix racing boats.

38: Let's hop off this subject for a while. We had our yearly Crew List come out a few months ago, and there's some backpackers and adventurers not familiar with sailing looking to go places on boats. What kind of advice can you give to them? We talked, for example, to a 20-year old girl who wants to travel by boat, who thinks everything will work out okay because she's done some backpacking, and because she's pretty tough. What do you say to her?

Commodore: [Laughter]. This interview isn't long enough for that subject. Well first of all for women, the sexual thing is a demon. It will eventually become apparent, and no woman should go thinking it's not going to rear its head. So as far as that's concerned, I would say don't go to sea unless you feel the person you're going with is a potential candidate for your bed. Or else you may have problems.

38: Oh yeah?

Commodore: Well to turn the thing around, I wouldn't go to sea with someone I didn't think would be a good bed companion. There are a lot of reasons why. When you're thrown together with a person at sea, it may not happen at sea, it may happen in port, but a variety of things occur to promote it.

38: Like what?

Commodore: Well you might get frightened, and it's a well known fact that fear is a great aphrodisiac.

38: [Laughter].

interview:

Commodore: Well it is!

38: [More laughter].

Commodore: So is excitement. And if you don't get excited going away to sea, you ought to quit. So there are a lot of reasons the demon will raise its head.

It's also pretty hard to retain all kinds of privacy. At some stage — using your 20-year old friend as an example — if she sails from here

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to Panama there's going to be a thundersquall, and she's going to feel that her hair and body need washing, right? Unless she's really hung up or the boat is really hung up, she's going to want to get out of her bathing suit and have a proper shower. Well she's probably palpable and good-looking and this will be exciting. So the issue of sex will be raised, in my opinion.

38: That it's out of the urban setting probably helps.

Commodore: Right, it's not like taking your clothes off in San Francisco. And there's a lot of privacy — you're going to be on watches together, it will be beautiful sometimes, difficult sometimes, and both of those features draw people together. So that's one whole aspect of cruising, a very important one for women.

I would also advise these people to avoid going away to sea unless they are very perceptive about the people they're with. Good crew have a tendency to be somewhat self-effacing, in the sense if someone is ill you can cook breakfast for three or four days in a row and not feel like you've been terribly wronged. And when the other person finally does rise up, you don't want to force them to do their breakfast three days in a row. That kind of thing. There needs to be a spirit of cooperation, selflessness.

Coming home on *Zamazaan* we had a backpacker who I thought would be good, but it turned out she lacked this spirit of cooperation. She lacked appreciation of other people, lacked consideration. Consideration is a very important part of it.

I'll give you a for instance. You are standing in the hatch having a cup of coffee in the morning — a beautiful morning. Everything is wonderful and you're talking to whoever is on deck. And you are insufficiently unaware of somebody who is down below and would like to come up through the hatch. A very small thing, but in my book the good shipmate is aware of the person who is down below thinking of coming up. That person is likely to say, "You want to come up?" By the same token the person who might have to walk over the other persons feet, shouldn't be bothered by it.

I think the individual has to have enthusiasm for making things work to be a success on a sailboat in the various ways. Lots of interpersonal stuff. You also have to be sufficiently sensitive so that if someone comes up in a blue funk you can work around it. Self-reliance is another quality. There are a lot of important things. Health, cleanliness, and a whole bunch of what we might call "personal virtues" are very important to me — although the French don't give a

damn! There's a story in one of these Around-The-World races where a doctor swam out to one of the boats and got sick when he climbed aboard. [Laughter].

38: What do people need to be a good crew?

Commodore: Well, they should know how to sail, how to steer. It's also important on sailboats to have some kind of mechanical understanding. Women in particular suffer in our society because



they don't get that.

38: Not just in the sense of fixing engines, but also in the sense of keeping your hands from getting caught in the winches and sheet stoppers or blocks?

Commodore: That, and how to use your body in general. Dragging a sail through a hatch, for example, the kind of perception that allows you to understand a sail is not just that heavy, but there's a fold in the sail that's catching the corner of the hatch and preventing you from getting the sail below. That's something that men are generally taught, or learn, or have more experience with. But that's something you just can't go down to the corner store and buy a bag full of. And you don't get it just because you want it either. It takes time and careful tutoring.

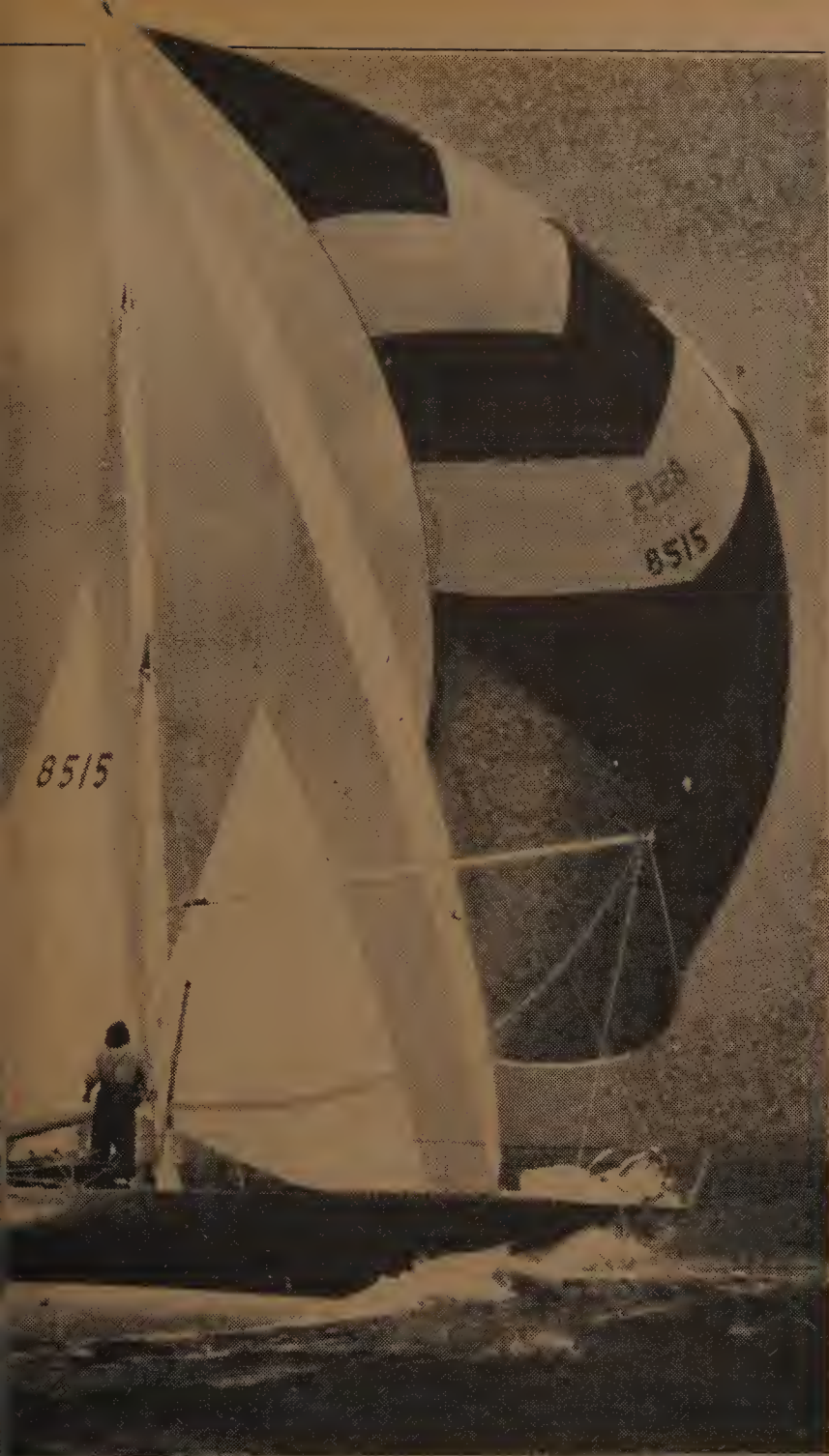
38: Take this girl for example. If she's going to take off on a 40-ft boat, should she sail the Bay on something like that in preparation, or should she start in an El Toro or a J-24?

Commodore: [Silence].

38: Or take the guy who has bought this 40-ft boat at the In-The-Water Boatshow and he and his wife are going to sail to Mexico and the Caribbean, and Europe, or the Marquesas. What should he do to prepare himself? What kind of practice does he need?

Commodore: Oh boy. [Sighs dejectedly].

38: We're not trying to stump you Commodore, we just think this is a question that needs to be addressed, because this is what people



COURTESY COMMODORE TOMPKINS

Dave Allen's *Improbable* during an SORC.

are doing all the time.

Commodore: The first thing I'd do is find somebody who is highly recommended and retain his services to help get the boat right

38: . . . like yourself . . .

Commodore: . . . and then take the boat to sea. Not sailing it a long way, just out in the ocean where the guy is basically just an escape hatch. He will help you get the boat back, he'll tell you when things are out of control and how to correct them.

38: Just sail to the Lightbucket and back.

Commodore: That's all the having to go to sea anybody would need. You'll find it's a terrible storm out there at times.

The more time people spend preparing, the better off they'll be. Usually the boat needs a lot of machinery to make it ready for the ocean. Boats bought off the shelf need quite a bit of gear to be ready for the ocean. And if it does have the machinery, quite often it's not laid out as well as it could be.

38: Give us an example of the machinery you're talking about. Say somebody buys a Cal 39 or Islander 36, what do they need?

Commodore: The guy who buys one of these boats is probably going to find there's inadequate reefing gear aboard. And in all probability it's difficult to change sails quickly and easily. In all likelihood

commodore

the winches are undersized, and there is no provision for sleeping in a seaway down below. Usually there's very little provision for stowing gear in a fashion which actually keeps it in place. There's uncertain stowage where things will stay dry. These are just a few of the things to start with.

There's no extra gear aboard, such as extra blocks, shackles, and so forth. Perhaps there's no gate on the main track. The mainsail

I still enjoy sailing
very much after all
these years. Oh yes,
very much!

probably doesn't have enough reef points on it. No storm jib. Maybe there is a storm jib, but it doesn't attach properly. Perhaps it will be sheeted too far forward to be able to sail the boat upwind. The mast may be improperly stayed. All those things.

You know, I find your Crew List fascinating, because I'm so sympathetic to people wanting to go away to sea — both for people wanting to take crew — and women. I think women are very desirable to go away to sea with because they have — or are trained — in our society to be supportive. And helpful. And in some ways non-competitive. And that's very good for somebody trying to run a boat.

My wife Jan raised something interesting which is very salient, given the various ways women are trained in our society. If there are two couples on a sailboat, the — what I'd call — 'lessor couple', the female in particular, has a difficult problem because her thing is to be supportive of the guy she's with. That means she has a difficult time playing the proper crew role because of the conflict between the two people she's meant to be subservient to. The situation I don't want — as skipper of a boat — is to tell this woman to go forward and untie the starboard jib sheet and then have her turn around and ask her husband to do it for her. I want her to do it because she's there! Nor do I want her asking, "Should I do that John?" [Laughter]. But this kind of thing is very normal for a man and a woman. And it is a problem.

38: Are there good combinations of the sexes you've found in your sailing experience?

Commodore: I haven't found a combination I like yet. [Laughter]. Really though, it just hasn't worked. It's not that this woman's supposed to sleep with both the guys, it's just these little subtle things that happen.

38: You've done all kinds of sailing. Which did you enjoy the most?

Commodore: *Improbable* was the most gratifying. That boat was taken from concept in this room, with Ron Holland, to completion, and ultimately racing in England. I think she was way ahead of her time.

38: What exactly do you mean "with Ron"? We always thought Gary Mull was credited with the design.

Commodore: Ron happened to be sitting here one day when I was having a shower and the idea came to me of a boat of *Im-*

interview: commodore

probable's general type. It was based on two possible clients, because it was a way of sharing the expense. And I happened to know two owners that were suitable for that particular kind of a campaign. So I suggested it to Ron, who was pivotal, because other than being a sailor and a friend, he was associated with the RORC racing rule which was largely being adopted for the new IOR. So he and I talked about it a great deal and actually did some drawings. We took them to Gary Mull, who initially said such a boat couldn't be done because it was too light, but it went from there.

Anyway *Improbable* was so rewarding because she was such a pleasant boat to sail and she was so fast. That picture up there with the red spinnaker on the wall, she was doing about 13 knots. That's off of Florida in the process of getting first in class in that race — she should have won the whole thing overall.

Another gratifying endeavor was the North Americans in the 6-Meter, where we won, which was a lot of fun. I very much enjoyed sailing in the Soling. The best ocean races I've ever had were in the Clipper Cup.

I've done the Clipper Cup on *Zamazaan*, *Ondine*, and *Super Witch*, and all three of the series have been brilliant. It is the best racing in the world, there's just no question about it. I think the single best ocean race I can remember was the Molokai Race in the most recent Clipper Cup, the middle distance race.

Zamazaan had to be the high point in my sailing life also. The cruise in *Zamazaan*, sailing her up from New Zealand was part of it. The ingredient of her being successful in the Clipper Cup and Big Boat Series was largely the crew, assembling a crew that had sufficient skill and the right kind of desire. I started that six months before the series started. The right level of desire is important — if you have two guys on the boat, one of whom is absolutely bonkers about racing and winning and bears down all the time, and another who is really more interested in the Sunday paper and a shower and maybe getting laid — well it just doesn't work. They can both be wonderful guys, but it just doesn't work.

38: Do you like the Admiral's Cup?

Commodore: No, I don't like the Admiral's Cup. It has the same things wrong with it that are wrong with the SORC. You're sailing in a sewer. [Laughter]. The current and weather conditions are so peculiar that you're racing the course and not the other boats. If you want to win in the Admiral's Cup you have to get around Portland Bill at the right time; if you can't how are you going to get around with the current against you and no wind? You're going to anchor. That's fine if you like that kind of racing, but I don't.

It's much the same if you're going to race in the SORC. You have to have situations where the current is most of your speed. If you hit the Stream right after Rebecca Shoals you win; if you don't you lose. So that's a different kind of game than racing in the English Channel, too. If you like those games, wonderful. I don't. The Clipper Cup is just the best there is.

38: How big a cruising boat can a couple handle?

Commodore: I'm in good shape, and I'm still thinking in terms of a 55-ft boat for myself. And I've had a back operation and feel kind of flabby compared to my normal condition. At 52 I feel I can still handle that kind of boat. Particularly with the various labor-saving devices that are around now. Like roller furling.

38: We're surprised you'd admit to liking roller furling.

Commodore: There are some good ones made.

38: A lot of people complain that they can't roll them up in a heavy breeze, but perhaps they just don't know how to operate them?

Commodore: There are some excellent looking ones coming out

now. But reefing headsails, for example, are out of the question in my mind. It doesn't work with the dynamics and mechanics of the sail. So you need a system which will allow you to furl a sail, and will allow you to change the sail. And those things exist.

38: How about the roller furling inside the mast?

Commodore: They're not acceptable in my opinion for two reasons. It causes the mast to be massive in size, a serious detriment to the performance of the sailboat, and secondly because the sail doesn't get really good shape. And also because Murphy is alive and well. [Laughter].

38: After all these years do you still enjoy sailing?

Commodore: Oh yes, very much! Very much. I have learned however, to be very fussy about the people I sail with. And you still make mistakes.

38: Would you like to go off sailing with your family?

Commodore: Yes, I very much would. I have — in my mind — a very clear picture of the kind of boat I would like to own and live on. Fifty-five feet long, 25,000 pounds, sloop rig of some kind, maybe a fractional rig, maybe not. And then I'd go wherever I could, almost anywhere. The places I'd like to go mostly are the remote places. I'm not terribly interested in visiting the big cities of the world, the seaports. I'd like to go to Easter Island, the Galapagos, those kinds of places.

38: What's your favorite quote?

Commodore: I'm frequently asked what I feel about the Fastnet Race disaster and the loss of life at sea. I respond with what I consider to be some of my more misanthropic words, which I nonetheless think are right. I believe in evolution. That means in the animals, boats, and people. That those that are good survive, and those that aren't, don't. So ask me what I think about the Fastnet, and I say: "They're never going to kill enough people to do any good."

38: That is pretty awful, true as it may be.

38: If you were giving advice to a young sailor, would you tell him you could or could not make a reasonable living doing what you're doing today and would you recommend it?

Commodore: I would say you'd have to have a very understanding companion to live with — if you wish to live with someone. If you wish to have all the prerequisites of working life — home, family, some kind of stability — then it's not a good racket to go into. That's because you have to thrive on instability, thrive on making decisions. And you can go down the spectrum as far as you want; you can live completely out of your bag — which is what I do about six months out of the year — usually. You live out of your bag and your hip pocket and fly around the world. That's good if you like that — and I happen to like many parts of it.

On the other hand if you want to have your slippers warmed and sleep inside an electric blanket and clean sheets — well forget it.

38: If someone is preparing to go on a cruise and would like to have the benefit of your services, is that possible and how do they get it?

Commodore: Yes, I do things like that — with people I get along with anyway. And I do think I know more about what goes on at sea than most designers, because I spend more time at sea than most of them. My work's all been word of mouth to date, but I'm in the phone book in Mill Valley.

38: Thank you.

[If you'd like to avail yourself of Commodore's services you'll have to wait, as he's on delivery trips from New Zealand to Tahiti and New Zealand to San Francisco until November.]

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CHANGES IN LATITUDES

With reports this month from the Ala Wai yacht harbor, Raiatea, Baja, Bora Bora, Tiburon, Kiribati, Manzanillo, San Francisco, Honolulu, Mission Bay, Singapore, and Kaneohe Bay, Oahu.

Ala Wai Yacht Harbor Honolulu, Hawaii

Hubert Sing Fock is the current harbor-master at Ala Wai, having replaced Bart Jackson, who retired two years ago. Hubert has worked at the harbor since 1971 and is a native-born Hawaiian. He is in charge of the 680 berths at the Ala Wai, for which there is currently a three-and-a-half to four year wait to get one. There are eight official transient berths, with another dozen or two that become available when regular tenants go cruising. The current rate is \$2.05 per foot per month. Transient fees range from \$3 a day for 20-30 footers, \$4 a day for 30-40 footers, \$5 a day for 40-50 footers and \$6 a day for 50-80 footers.

Hubert says that during the summer he



Hubert Sing Fock, Ala Wai harbormaster.

Washington, four from Oregon but only a couple of California boats. People on extended cruisers he sees all year round. His only advice for those coming from the states is to consume all your fruits and vegetables before arriving (or chuck them overboard). And remember, all animals are quarantined upon arrival; so be prepared to surrender kitty or Fido.

Bareboat Cruising in the Societies 60 Members of the Sausalito YC

The Sausalito Yacht Club, represented by sixty members and guests, cruised the Society Islands during the month of June, 1983. The group bareboat charter was put together almost two years in advance by Frank Mora, past Commodore of the SYC. The bareboat charter facility is the South Pacific Yacht Charters located in Raiatea. The SPYC has only been in existence about two years and they only have nine boats available for charter. Thirty-one members of the SYC went the first two weeks of June, and the remainder went the second two weeks.

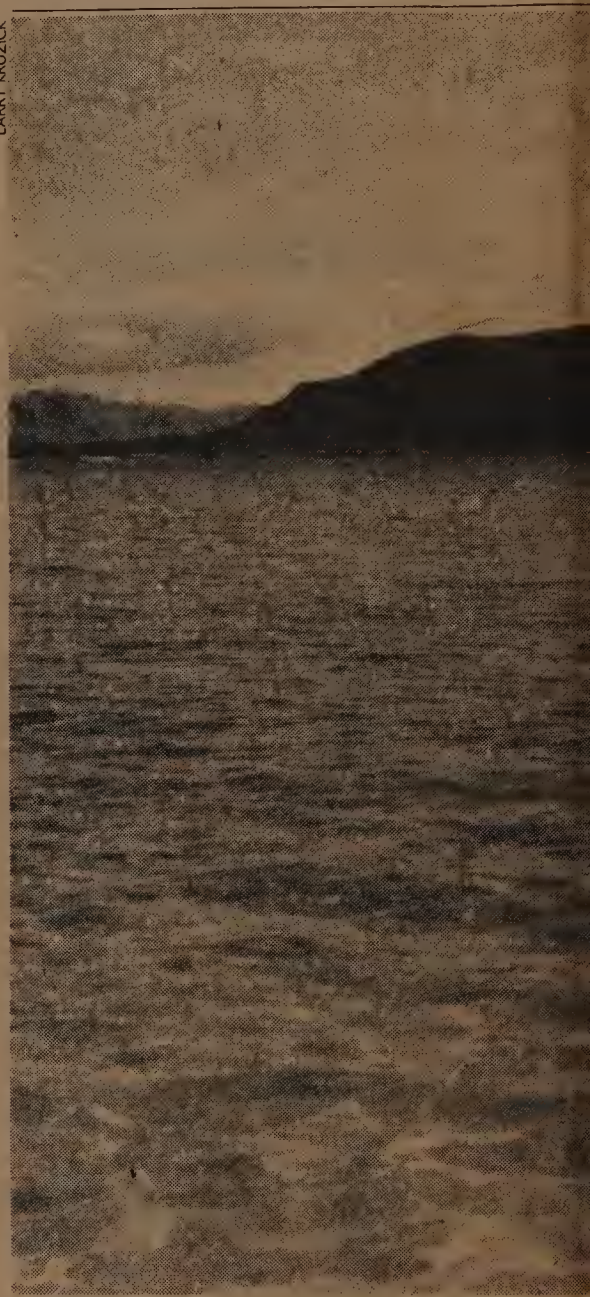
The SPYC facilities are a little rudimentary in comparison to the charter facilities in the Virgin Island area, for example. However, the personnel is competent and the boats available are good. Most of the boats are Peterson 44's, with one Endeavor 37, and several other varieties. Since not many boats are available, advance arrangements should be worked out with the charter agent.

The cruising range is Raiatea, Bora Bora, Tahaa and Huahine. Tahiti and Moorea are about 75 miles away, an overnight sail; the charter boats are not allowed to go down to the Tahiti area.

Our group flew in on the weekend and spent the first two nights at the Hotel Bali Hai on Moorea. A drive around the island showed many nice anchorages, especially at Cook's Bay. On the following Monday we picked up the charter boats at Raiatea. As expected, the most delightful place is Bora Bora. The anchorages off the Bora Bora Yacht Club, and near the Bora Bora Hotel on the other side of the island are very nice. The snorkeling off the Bora Bora Hotel is fantastic.

The islands of Tahaa and Huahine are rather quiet. The main city on Raiatea, Uruta, is the second biggest city in the

LARRY KRUIZICK



Two great reasons to visit Baja; clear water and new acquaintances.

Societies. However, the "city" itself is only about three blocks long. There are several good Chinese restaurants in town. Also market day on Wednesday morning is worth attending.

We found that going through the entrances in the reefs was not particularly difficult. Except for the well-marked openings that the commercial boats use, the other entrances tend to have very thin markers that you have to be on top of (about a mile to a mile and a half) before you can clearly identify them. However, if the weather is not threatening there is no particular problem.

The era of the Bora Bora Yacht Club may be coming to an end. The owners, Michelle and Alex, separated several years ago. Michelle has been carrying on the operation, but sold out to new French owners July 1,

sees many folks from the mainland who are on their summer vacations. During the first half of July he had eight visiting from



1983. Incidentally, Michelle and her two children are moving to the San Diego area. It is not known at this time whether the new owners will carry on the traditions of the BBYC. However, it was certainly a pleasure to be there the last several weeks before Michelle left. We had the traditional pot luck dinners with various cruisers, and the honor system for the bar was still in effect. Incidentally, Alex is now running one of the concessions at the Bali Hai Club at Cook's Bay on Moorea.

The Oa Oa Hotel, about a mile away from the BBYC, and near the Club Med, also welcomes cruisers. An American named Greg and his wife run the Oa Oa.

All of the cruisers that have dropped in at the BBYC over the last five years have filled out the log book. Michelle is going to bring the log books with her and hopefully they will be available eventually at a local yacht club in San Diego.

We found a slight pecking order between the cruisers and bareboat charterers. The cruisers at first were a bit aloof with mere charterers. However, after a couple of beers everyone came around and we were all buddies. The hurricane (or cyclone) stories were fascinating to hear. All of the cruisers we ran across had hair-raising tales.

We ran across some local cruisers. Vince Zerphey on *Notre Amour* out of the Richmond Yacht Club and his son Rick aboard. They are headed for the Cook's. Stan and Caren Stutton on *Marinka* of San Francisco. Stan had to spend some extra weeks waiting for some radio parts from his folks in California. The package got hung up in French customs, and apparently he had to pay some duty to get the parts out of customs. Anyway, Stan and Caren are off to the Cooks.

In conclusion, it was a delightful experience to bareboat charter in the Societies,

even though it was only for ten days. We may never make the passage to and from French Polynesia, but it certainly was worth while being there and cruising for a short amount of time.

— Barbara and Dennis Kavanagh

Off The Beaten Path Winter in Mexico

If you're getting ready for the winter season in Mexico — and it's high time to be getting ready — we suggest that you make plans to get a little bit off the beaten track. Too many people get to Cabo and seem to get stuck there for weeks and weeks — sometimes months. Cabo's great, but there's so much more to Baja than that.

Most cruiser's eventually make it up to La Paz, but that often proves to be harder to leave than Cabo. It's a moderately large city with lots of things to do. One day blends into the next, weeks sometimes turn to months, and too soon it's already time to head north.

So we suggest that you now resolve not to get 'grounded' in any one place. This doesn't mean you should plan doing a huge circuit of Central America in just a few months, but you should keep moving.

Exploring all of Baja is a reasonable goal for a season. This means getting up as far as Conception Bay, which has many fine anchorages within its confines. Santispac and Coyote bays are two of them. There's lots of good people there — like 21-year old Katharina Dagerholt of Occidental College who's been dying to get her picture in the magazine — lots of good sailing, and lots of good exploring.

Stayed tuned in the months ahead for a cruising guide to Northern Baja.

— latitude 38

Marinka — Westsail 43 Stan Sutton Bora Bora YC (San Francisco)

An era has passed in yachting circles. It's a small era in a small part of our world maybe, but it's one that has enriched the lives of hundreds of cruising yachts for many years. As of July 1, 1983, Michelle du Prel is no longer owner/operator of the Bora Bora Yacht

CHANGES IN LATITUDES

Club.

With her departure a page in the history of cruising yachts is turned for good. Memories of barbecues and potlucks, of music and laughter, of a place to shower and a place to bullshit will be cherished by those yachts that had the fortune of having experienced them.

The new owners are a part of a French concern, and although not cruising oriented, have offered to maintain some of the amenities. The bar/restaurant facilities will still be available and possibly expanded. Showers, garbage facilities, fresh water will still be available for a fee, and although additional moorings will be sunk and made available, they will no longer be free.

This news will be met with sadness in the cruising world but marks the beginning of a new life for Michelle and her children, Phillip and Sophie, who will be returning to their home in the United States. They will be taking up residence in San Diego by mid-July. Anyone wishing to get in touch with her can still do so in care of the Bora Bora Yacht Club, Bora Bora ISLV, French Polynesia.

— stan sutton

Wings — Ballad 30 Harry and Kurt Braun Marquesas Islands (Alameda)

How was the crossing from Mexico to the Marquesas Islands? Well quiet and uneventful, as it turned out. After a noisy send-off by the 110-foot schooner, *Renegade*, in Zihuatanejo, we had a two to three knot northwest wind which remained with us most of the way to the equator. No tradewinds this year, so we were mentally prepared to tack all the way or stay at least closehauled. That preparation came in handy.

The good thing about it was there were no real doldrums, at least not for us. We managed to coast through most of the calmer areas with light air sails. The swells, always

DOUGLAS WILDE



The bar at the Bora Bora YC always operated on the honor system.

from the north, gave the boat a motion I don't care to experience ever again.

After two weeks of being pickled in salt, we got our first rain, filling buckets at the gooseneck of the main. What a relief! The change in the world climate due to CO₂, volcanic activity, etc., which has caused the water temperature to become too high, not only screwed up the tradewinds but the fishing as well. But we did have one big surprise. On April 23, eleven days out, we heard a helicopter. That is impossible, 1000 miles from land, but there he was. Time to put the pants on! We tried to make contact over VHF and found out he came from the *American Queen*, a tuna ship, which eventually came in sight and looked us over.

Sunday, May 1, we crossed the equator at 0521 local time and payed tribute to King Neptune by drinking part of a bottle of champagne — the other part went to the King — and eating Linda Webber-Rettie's cookies — not really the right kind of breakfast!

Finally we had a strike — the only one of the whole trip — on our trailing fishing line. It was a 4½-foot marlin. We ate fillets for two days.

Amateur Radio kept us in touch, almost daily, with the weatherman in Hawaii (KH 6 UY Fred), and our family and friends back home. We did not see any vessels or planes the whole trip other than the tuna boat. This part of the world is a very lonesome place.

We were very fortunate compared to the

boats which had left Panama for the Marquesas. Those poor devils, when they had any wind they had to beat into westerlies. Running out of food and water and into cyclone William, their two to three week passages turned into 70 and 80-day ones. Reaching the Marquesas, crews and skippers abandoned boats and flew home.

We, after a 27-day passage, hove-to off Hiva Oa awaiting daylight to enter and clear in at Ationa. It was a very dark, rainy, rolly place after such a passage, but nice people. We picked up some provisions and went to the sunny side of the island, where we found the paradise we sailed so far to see.

Now we know why they call it Paradise. After you lived like in a carwash by the name Saltshaker for many weeks, and were baked crisp by the equatorial sun in the doldrums, everything and anything looks like paradise. After stale water, canned food, lack of sleep, a baboon butt, bunk elbows, bedsores on your shoulder blades (there are only two positions to sit or lay down), with kidney functions at a minimum (most liquid body waste is expelled through the pores due to the heat and many cruisers develop kidney stones unless they force themselves to get up at all times to consume lots of water).

Having arrived we found people in all kinds of situations: crews telling their skipper to stick it; skippers telling the owners it's all yours; wives giving the husbands hard choices; boats completely abandoned with all heading for the nearest airport. And of course others were completely content with their lot despite broken rudders, down engines, and gear failures.

McCAMMON



lone sailing in front of the Sydney Opera House.

But anyhow here we were in the land of the Southern Cross, the tropical paradise, fresh food and water, and friendly natives. We dropped our anchor where we could see it, together with a bunch of nice people from all over the world. We exchanged stories; the adventurer, the writer, the rich, the sporty, the drop-outs. We floated into paradise on all kinds of contraptions and soon all hardships were forgotten. In no time we were a large friendly family, everyone helping everybody else. The spectrum of talents among these cruisers is indescribable.

The French officials try their best to make everyone welcome — in French, of course. After having cleared in at Hiva Oa, we headed for the sunny side of the island to the bay of Hana Menu with a white sandy beach lined with coconut trees. There's an abandoned old overgrown village, fruit trees, a waterfall with a crystal clear pool — what a place to get rid of all the salt and dirty laundry! And all this for ourselves. But not for long.

The next day the Australian yacht *Almaden* arrived from Panama. The name sounded familiar — over ham radio we had heard that such a yacht was long overdue and a search had been going on on all kinds of frequencies. We knew the whole story about them, Emily being pregnant, etc. We went into the dinghy to greet them, and ask Emily if she is pregnant, not knowing if we had the right boat. "How do you know?" was the answer! Ten minutes later we went on the air to call a ham radio operator in Pennsylvania to put Emily's parents at ease, call off the search, and leave everyone very happy.

Of course every paradise has its poison apple. In this case the nau nau fly (uh, can they bite!) gave many a hard time. But long-sleeve shirts and long pants together with insect repellent helped us while ashore and roaming through the jungle looking for old stone Tikis in Pua Mau.

From here we went to see many places and islands in the Marquesas group, all different and exciting. Going to church Sun-

days with the natives gave us a lot of credibility and close friendships. Going lobster hunting with Sylvester, meeting Daniel the woodcarver, and William with his own Hana lapa Yacht Club log book. At night we would listen to the drums of the Polynesian dancing teams practicing into the wee hours for the big contest on Bastille Day.

Swimming, diving, windsurfing, and beachcombing diddled away the weeks and time must come to say goodbye to the islands and our many good friends.

— harry and kurt

Editor's note: Wings left the Marquesas on June 3 and arrived at Hilo June 21. July 2 Harry and Kurt set sail for San Francisco.

lone — Yankee 30 Jim and Joanie McCammon Tiburon

We are newly arrived in San Francisco Bay after five years of cruising in the South Pacific. We left Redondo Beach in July, 1978, and had a pleasant and fast 26-day sail to the Marquesas. We spent four months in the Marquesas, visiting almost every anchorage in the group, and then sailed to Tahiti for Christmas and pineapple season — six pineapples for a dollar. After a couple of months sailing between Tahiti and Moorea, we sailed south to the Australs, Rurutu and Tubuai, for a month. We had wanted to visit

Raivavae as well, but within hours of our departure from Tubuai, the wind piped up to 110 Km and we had to take in all sail and lay ahull all night. The next day the wind was strong and foul, and we decided to return to Tahiti.

From Tahiti, we sailed up the chain of the Iles Sous Le Vent, and left French Polynesia, after a stay of ten months, at Mopelia Atoll. We were a couple of weeks in Rarotonga and a couple more in Aitutaki, both delightful places, before sailing on to the Samoas. Pago Pago was a good stop for stores, medical and dental work, and scenery. Western Samoa has a variety of interesting anchorages to explore. After a brief stop at Nuiatobutabu, we spent a month sailing in Vava'u, northern Tonga, a place not to be missed.

We spent the hurricane season, November to April, cruising the North Island of New Zealand, a yachtsman's paradise in the summer, and then sailed north to Fiji. After exploring Fiji for three months, we sailed to Wallis — a small French possession — for a month, and on to Tuvalu — the Ellice Islands — for a month. The end of cruising season was approaching, so we made brief (one week) stops in Port Villa, Vanuatu, at Lifou Island in the Loyalties, and in Noumea, New Caledonia, on our way to Brisbane.

We spent seven months in Australia. First we sailed down the coast from Brisbane to Sydney and went back-packing in the Snowy Mountains. Then we sailed back up to Brisbane by way of Lord Howe Island to go back-packing in deepest Queensland.

CHANGES IN LATITUDES



LATITUDE 38/RICHARD

A fresh water shower is a treasured thing while cruising, even from a bucket!

Kiribati, Central Pacific

Please find enclosed a copy of a page from *Pacific Islands Monthly*, June issue, that has a little story in it that I thought you might enjoy.

[The story, which is really great, actually appeared in *American Samoa News Bulletin* before being reprinting in *Pacific Islands Monthly*. It goes like this:]

Yachtsman Stephen Neumann was riding out a cyclone off the Fiji Islands recently when a huge wave carried his boat across coral reefs and up to the bar of the beachfront hotel. Shocked and disorientated by the battering,

Neumann leaned over the side of the yacht and fired a distress flare, right into the establishment's ceiling . . . Feeling "liking an idiot", Neumann said he climbed out of the boat and hid in a linen room. The yacht is still parked in the bar at Plantation Village Resort. Said Neumann, "I think the manager would rather it was someplace else. The boat weighs 14 tons, not an easy item to move."]

I'm hoping that some more Bay Area-based boats will come through, because I'd like to write an article for your magazine about cruising in Kiribati. I am one of your former 'Crew List-ees' — from your 1981 list — and during my crewing adventures I met a British seaweed farmer on Christmas Island and jumped ship. We're now working on a seaweed farming project based on Tarawa.

Atolls are pretty boring places if you don't like the water, but we've got a couple of windsurfers and do lots of diving to keep us amused — and it's always great when a yacht comes in. Our house is becoming known as the Tanaea Yacht Club, because of the scraggly bunch of yachties that can usually be found a) in our shower, b) at our sink doing laundry, c) sitting under our thatch roof patio with a cold beer and the latest copy of *Latitude 38*.

Hope to have a story for you soon. Ti Abo!

— christine capra

Christine — Before we pass from the face of this earth we feverently hope we do something as fabulous as Neumann. Geez that must have been beautiful.

As for the Kiribati article, we're dying for it!

Yanqui Dollah — Islander 33
Vern Rathfelder and Holly Smith
Manzanillo
(San Francisco)

Adolph, the first Mexican hurricane of

From Brisbane, we retraced our route to Noumea and spent a month sailing in New Caledonia, and then to Vanuatu where we spent a couple more months among the New Hebrides and Banks Islands. In September we sailed northeast to return to Tuvalu for a month. With the approach of hurricane season we headed south to Fiji for stores for the trip to New Zealand.

After six more months in New Zealand, cruising and back-packing, we sailed north to Fiji for three months, then on to Tuvalu for one more month. Problems at home called us back to the U.S.A., so we set out for Hawaii by way of Majuro in the Marshall Islands. About 350 miles southeast of Oahu, we were out-maneuvered and caught by Hurricane Iwa.

Iwa was moving slowly when it passed over us. We estimate we were about 15 miles from the center of the storm, and had 75-90 knot winds from the east. We laid ahull for 24 hours and were swept sideways about 120 miles in that time. It was a dreary, unpleasant experience, but we received no damage and arrived in Honolulu a week later to hear the tales of woe and terror there.

We cruised the Hawaiian Islands this spring and left Kauai for San Francisco the first of June. We had a pleasant passage, nearly on the great circle route, and passed through the southeast corner of the North Pacific Gyre. *Ione* is a good light-air performer as well as a good boat in a blow, so we elected to sail straight through the North Pacific High instead of going north where the gales are. We had had enough of that. We arrived at the Golden Gate after 22½ days.

Now, after five years and 38,000 miles, we want to sell *Ione* and move ashore. Failing that, we'll cruise Mexico this winter, and try again next year.

— jim and joanie

Christine Capra
Tanaea Yacht Club

MERYLN STORM



Kate Costello checks out the foredeck on *Stone Witch*.

1983, smashed across Mexico's Manzanillo, Las Hadas, Santiago Bay, Tenecatita Bay, and Carreytos Bay with winds gusting to over 100 knots. Contrary to historical trends, this May hurricane turned into land causing moderate to heavy damage to boats and buildings. (The only hurricane to strike land last year was September's Paul, which caused damage to San Jose del Cabo and La Paz before hitting Los Mochis on the Mexican mainland).

When Adolph hit, San Francisco boats *Yanqui Dollah*, with Vern Rathfelder and Holly Smith; and *Fair Weather* with Frank and Alice Zeier and John and Kit Francis, were anchored Mediterranean style at the Las Hadas Marina. After tracking Adolph's development from a tropical depression to a tropical storm, both boats were expecting only 35 knots of wind from Adolph's perimeter.

During the day on May 26 the rain poured but there was no wind. But as evening approached the wind was 20 knots and increasing. It just kept building and building.

The 98-ft pleasure motoryacht *Kristina*, was anchored behind the breakwater and near the Las Hadas beach. About 9 p.m. she put out a May Day, but no help was available. Shortly thereafter she went up on the rocks.

Yanqui Dollah continued to hold on, secured by a #35 CQR on 90-ft of 3/8-inch chain and four dock lines. But when a huge part of a cabana flew past the breakwater, the crew abandoned ship.

Fair Weather, a 57-ft Murray Peterson schooner, held on with a #65 Hi-Tensile Danforth with 150-ft of 1/2-inch chain. Eventually she would pull a cleat off the dock and snap five dock lines. This caused her to swing into several smaller boats, with resulting minor to moderate damage.

By morning Adolph had passed and all boats were safe. This included the motoryacht *Kristina*, which was pulled off the rocks by a tug from Manzanillo.

Other boats in the area were *Nomadic*

Star, a 36-ft Sea Goer Yawl (built in 1939) that's from England but has spent a lot of time in San Francisco Bay. Jon (O.J.) and Tim Pulver and John Santel were aboard the boat anchored in Tenecatita Bay, just a short distance from Jesse MacDonald and John DeBoard on *Mondala*, a 28-ft Swedish boat from Catalina.

Nomadic snapped her 350-ft of 3/8's chain that was attached to a #35 CQR, but fortunately a #25 Danforth on 200-ft of 5/8's line held.

Mondala was holding on a fisherman anchor with 50-ft of chain and 200-ft of line — but only for awhile. After the jib blew itself up

the stay twice, the hatch cover blew away, and waves were breaking over the boat, they decided to head to sea. Finding it worse out there and unable to control her course, she surfed back into Tenecatita Bay.

The local Mexican fishermen of Las Manzanillas knew the boats in the bay were having many problems and they knew the village electricity had gone out. To be of assistance they parked their cars and pick-ups on the shore road and shone their headlights on the bay. Even after things had settled down a bit, the cars were there until dawn.

Two 18-ft powerboats — one owned by the dolphin research people — were lost at Carreytos, where one sailboat managed to ride it out at anchor.

— holly smith

Stone Witch — Topsail Schooner Alan Olson San Francisco

The *Stone Witch* is back home from her six month, 12,000-mile journey to Micronesia! A crew of four sailed the ship through many different weather systems while heading northeast across the Pacific from Kosrae to California. It was a six-week ocean passage — that's 14 pages in the logbook — our longest yet. Descriptive log entries ranged from the doldrums "Zip City" to good sailing winds "We're jamming".

My favorite entry, however, was inscribed on June 9 at 1400 hours. "Let it be here recorded in *Stone Witch* history, the karmic deed of my only true sister in hedonism Didi Maria Cook — who bestowed upon us, sometime in May, two bottles of Cuervo Gold (history now), one fifth of Jack Daniels, one pound of chocolate covered expresso beans and six cassette tapes. To all devotees of the wanderlust I say, 'Smile and keep your nipples to the wind'." Yes indeed, some people do know how to take care of sailors. And some sailors have a flair for recording these auspicious gifts.

So we're all back at Pier 33 ready for sum-

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mer sailing on the Bay.

We're trading sailing time for maintenance work on the *Stone Witch*, as there's plenty of scrubbing, sanding, and varnishing to be done. Call us at 431-4590 for work party dates. We're again offering sail training trips for six people on the Bay. And a trip to Mexico this winter is in the planning stages. See you on the Bay!

— merlyn storm

Jade — Custom 34 Jim and Mary Ann Foley Honolulu, Hawaii (Santa Cruz)

Jim is one of the Santa Cruz "Fast is Fun" group, having crewed on Bill Lee's *Merlin* in the past. He also designed and built the ULDB *Third Reef*. *Jade* is his first cruising boat, which he built with a foam core and raised settee *a la Merlin* and the Santa Cruz 50's. He and Mary Ann and their kids are now on a permanent cruise, stopping in Hawaii for a year before heading to French Polynesia.

Jade left Santa Cruz on June 18th and arrived at Ala Wai on July 6th. They encountered plenty of wind and a bothersome cross sea for over half the time. Their top speed was 16 knots and they sailed under jib alone for all but two days, with a best run of 190 miles for a 24-hour period. Their Navik wind vane and Auto Helm did almost all the steering, even off Conception where they had 12-foot breaking seas from the stern and eight-foot cross seas which broke over the cabin top.

— latitude 38

California Cruising Mission Bay

Most sailing visitors to San Diego — be they there as a vacation's ultimate destination or merely as a stop on the way to Mexico — spend their time in San Diego Bay. And why not? The marinas and anchorages

in the Bay are close to the airport, the big chandleries, the sailmakers, the big yacht clubs, Boll Weevil Burgers, and all the rest. San Diego Bay is crowded however, and the hectic pace is not always conducive to the relaxation sailors are looking for.

An attractive alternative for the visiting sailor is to hang out in Mission Bay, just a few miles north of Point Loma. Besides offering a slower pace, Mission Bay offers 72 free hours of anchoring at Mariner's Basin in the summer — and sometimes even longer in the winter. Completely protected from ocean swells, the only disturbances are from other boats and the jets leaving Lindberg Field a few miles to the southeast.

Mariner's Basin is an ideal anchorage for folks like us who enjoy being in the ocean as well as sailing on it. It's only about a 1/4 mile walk to South Mission Beach where there is good body and board surfing, pick-up basketball games, fishing, and the best bikini-oogling in the area. (Folks who've stayed in San Diego Bay know that there's no conven-

ient beach for swimming or surfing).

Mariner's Basin as well as the entirety of Mission Bay are fine places to explore with a windsurfer or dinghy. It's a lot bigger than it seems, with endless lawns, BBQ pits, sand beaches, and playgrounds for the kids. In this casual outdoor atmosphere, it's easy to meet people and make friends. Other good places to make pals are any one of the scores

Jim and Mary Ann Foley relaxing in Honolulu.



CHANGES IN LATITUDES



LATITUDE 38/RICHARD

Mariner's Basin at Mission Bay, San Diego. The grey Pacific is in the background.

of bonfires on the beach each night, or Sundays at the Pennant on Mission Boulevard, a bar crowded enough to give any fire marshall a heart attack.

So what do you do after your 72 hours are up at Mariner's Basin? We recommend putting a hundred yards or so across the channel to Quivera Basin and the marina at the Hyatt Islandia Hotel. Lee Davis, one of the nicer guys in authority on the San Diego waterfront, can often put you up in a 40-ft berth for about \$15 a night. With the berth you get to use the showers, washing machines, and the pool and sauna facilities of the Hyatt Islandia. This gives you a great opportunity to get you, your boat, and your clothes cleaned up, as well as do some shopping and walking around before heading back out to Mariner's Basin for another 72 hours.

This is the routine that was followed last year by Jerry Block of *El Milagro* and several other cruisers. They'd trade days each would get berths, and invite the others along to use the showers, pool, and sauna when they did. This was a great deal for the yachties, of course, although you always have to be

careful you don't stretch your welcome too far or it will be ruined for everyone.

There are two other places that have guest slips in Quivera Basin, but they're pretty expensive. One quoted a price of \$30 a night for a 40-footer, which is outrageous even for Southern California. The Basin has one moderately well-stocked chandlery, a couple of snack places, and a few places to get basic food. A couple of nicer restaurants have live music and dancing for those searching for the tan cruising woman of their dreams. Major shopping must be done elsewhere, however, although the good news is that food and taxis (there are buses, too) are significantly cheaper in San Diego.

Winds in and off San Diego are typically eight to fifteen knots in the afternoon, and it's warm. This is great for taking it easy and acquiring the tan of your life. After a few days of it, however, sailors used to the strong afternoon breezes of San Francisco begin to hunger for a little more action. An afternoon circumnavigation of Mexico's Coronado Islands, about 25 miles south, seems to help.

**Homer — Kettenburg 40
Toma, Mary Jane**

Lahaina, Maui

It's been awhile since *Latitude 38* has heard from the good ship *Homer* (October '82). As a member of her crew I'd like to take a few moments to describe the highlights of our most recent passage from Nuku Hiva in the Marquesas to Hilo, Hawaii. I hope that in some way this description may entertain, as well as enlighten, the would-be cruisers of the future. The unexpected can and does happen regardless of how "prepared" your boat and crew happen to be.

Homer, now with only two persons aboard, had spent much of the winter season in Papeete, Tahiti, dodging cyclones and trying to arrange a haul-out to clean, repaint and prepare for the trip home.

On February 3rd we left Tahiti and began our voyage toward Hawaii, San Francisco and eventually our home in Fort Bragg. To make a long story as short as possible, we skirted storms, got hit by storms and sat out a long rainy month in Nuku Hiva. Finally we were able to leave Taiohae Bay in Nuku Hiva for Hilo on March 23rd.

The first few days out we rocketed toward the equator powered by westerly winds of force six. According to our pilot charts this wind pattern is unheard of for this time of year. That's par for our course because you just never know!

On March 29th, six tough days after leaving the Marquesas, we crossed the equator. We performed a traditional ceremony honoring King Neptune and almost immediately found ourselves surrounded by hundreds of pilot whales.

The whales were very curious about *Homer's* freshly painted hull and at times were literally brushing up against its bottom-side. We were a bit nervous about the situation, but there was really very little that we could do to discourage the curiosity of our new found friends.

I would guess that they stayed with us for about an hour. I remember trying to prepare and eat dinner while listening to their high pitched voices. Around 1800 hours the

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sounds and the whales disappeared, and we were once again left alone at sea, just an hour or two north of the equator.

Our night watches had been divided into four three-hour shifts. I sat through my first watch amazed at what good time we were making and not pleased that I had to end my watch with a heavy rain squall.

Toma took over at 2100, and I remember nothing until he woke me up just before midnight with the news that we had just lost our steering. At this point everything began to happen very fast! Within minutes Toma verified the fact that we had no rudder. (We guess that our whale friends had gotten too curious after all). We tied the tiller to one side and started working with the sails. Backwinding the headsail and reefing the main. Hove-to, we were still doing over five knots heading due west.

After a rather confusing two hours we — both discouraged and tired beyond words — collapsed in our bunks and slept through the remainder of the night. *Homer*, with her strobe light flashing, continued on a steady course due west.

I can't begin to describe how alone and helpless two people can feel one degree north of the equator with no rudder. We were, to say the least, overwhelmed by catastrophe for about 24 hours. Transmitting a PAN signal every three hours during that first day only verified the fact that we were truly out there by ourselves!

Ironically this day, the "day of the rudder", was exactly one year to the day that *Homer*, Captain Toma, his partner Derek, and their friend Bob had left Long Beach to cruise in the South Pacific. Little do you know that you are never prepared for everything!

Looking back at these first discouraging rudderless hours, I think now that the time spent thinking, plotting and resting was spent the best possible way. We awoke on the following morning, ate a good hot meal, and decided that *Homer* could and would make another landfall. (At this point we hadn't rul-



Grace originally belonged to Jack Ronalter.

ed out Christmas or Fanning Islands).

Toma worked to find what sail combination would most successfully point us in the direction of Hawaii. Within a few hours his efforts produced good results. *Homer* was sailing as if to prove that if a well-built properly balanced boat doesn't need a rudder. Our tiller, by the way, spent the remainder of the trip in the forepeak, making our cockpit exceptionally roomy.

We sailed for over 1,500 miles without a rudder, averaging better than 100 miles a day. Sixteen days later — an eternity — we safely reached Hilo, Hawaii. Our crossing took 23 days; six with a rudder, 17 without. Not a record by any means, but then not an uneventful crossing either.

We were very glad to make our landfall, but it was a special bonus to find Hilo to be such a helpful and friendly community. We were pleased by the help and kindness we received from both the Coast Guard Auxiliary and the people who helped Toma build a new rudder.

Homer, captain and crew are currently working their way home. The plan is to arrive in San Francisco the end of July where *Homer*, who has proven to be one heck of a good cruising boat, will be sold, thus ending our adventures at sea.

If anyone who has read this article is interested in the sale of our yacht, *Homer*, please send inquiries to: Derek Wilson, 56 Miwok Way, Mill Valley, CA 94941, (415)

383-8465. And remember our mottos: "Cruise and Learn" and "You just never know!"

— mary jane

Tropicbird Brian Saunders Singapore (Sausalito)

I just love this part of the world. It's still the same as in the days of Somerset Maugham, only the faces have changed. It's good sailing, too.



Brian and Inawa on the original *Tropicbird*.

I found out how to buy duty-free booze, and the food is reasonable. Sailing is not hindered by typhoons unless you sail north of here.

We sailed to Thailand and were concerned about pirates. But apparently they occur with no greater frequency than I had heard in Mexico many years ago. The last known incident occurred two years ago. It's been the most pleasant sailing I've done.

The dreaded Malacca Straits turned out to be an off-the-wind sail, and an easy one at that. No big waves and just eight to twelve knots of wind. All shipping ran parallel to us.

— brian saunders

Grace — Rhodes Traveller 32 Sandy and Sharon Fontwit Kaneohe Bay, Hawaii

Just received our copy of the July issue of *Latitude 38* and enjoyed reading Jack Ronalter's story of riding out Hurricane Veeva in Tahiti. Jack at one time owned our boat with a partner, renamed it *Circa* and planned to circumnavigate, but for various reasons was forced to give up after reaching Hawaii. We're glad to hear he's on his way again and plans to be in New Zealand by November of this year.

Grace was in a slip at Makani Kai Marina when we moved onto her in May. It was a great place to start our cruising journey as it is a beautifully landscaped private marina — developed as part of a condominium complex — with showers, sauna and a swimming pool. The *Cruising Guide for the Hawaiian Islands* says that "you definitely cannot liveaboard" here, but this is no longer true. Out-of-state boats, if they can manage to rent a slip — \$125 a month — can liveaboard for ten days out of the month at \$2 a day. We spent our ten days scrubbing the boat from top to bottom, organizing our belongings, stocking up on food and doing all the endless repairs that seem to occur when you become a boatowner. Thank God for the



Homer heading for home.

folding bike for quick trips into Kaneohe and Yamashiro — an amazingly well-stocked hardware store.

We also met some wonderful cruising people there — Betty and Larry on *Dove* stayed for ten days and showed us their slides of French Polynesia and Loren Lasher on *Windcall* was friendly and helpful, loaning us his car for trips across the island to Kilgus.

We're now moored 'Med-style' at the Kaneohe Yacht Club between P.J. and Patty on *Velera Linda* and Anita and Tom on *Ganiamor*. There are only three visitor spaces on the quay, so it is best to phone ahead before arriving. The charge is \$50 for two weeks which includes hot showers, a swimming pool and all the usual amenities. Definitely a nice set-up!

We've found sailing conditions perfect in Kaneohe Bay once you get the hang of following the markers (there is an extensive reef system). There are several places where you can anchor safely — one behind Coconut Island, another between Kaneohe Yacht Club and Makani Kai Marina. A huge sandspit appears at low tide in the middle of the bay where you can anchor and enjoy a picnic and swimming. Betty brought some dynamite barbecue sauce back from Oakland on a recent trip to the mainland and treated us to the best — and hottest — ribs we've ever tasted, as we tied alongside the *Dove*.

After leisurely cruising the Hawaiian Is-

lands, we hope to head for Bora Bora in '84. Here's hoping this year's hurricanes were an exception to the rule!

P.S. Thanks *Latitude 38* for running the ad for *Grade* this past spring — otherwise we wouldn't be here having the time of our lives!

— sandy and sharon fontwit

Cruising Notes

More reports on coming up the coast of Baja to San Diego. Larry and Trudy Kruzick report that **Sun Song**, their Rawson 30, took 34 days from Cabo San Lucas to San Diego. "The trip was mean, bad, wicked, and nasty," reports Larry. "Never again inside."

On the other hand Peter Whitney on the Freeport 41, **Country Gentleman**, from Lake Tahoe reports they made it from Cabo to San Diego in eight days, motoring most of the way. "See you down La Paz way next season," he writes. We sure hope so.

Al and Michelle of the Block Island schooner **Island Belle** report they have left Cristobal and are now beating east along the coast of South America toward Cartagena. From there they'll head up to Jamaica, sweet, sweet Jamaica. Writing from Portobello, they report lots of wind in the Caribbean.

The much travelled **Gary Hoover** of San Mateo writes from Derekter's Yard in Fort Lauderdale that he's about to leave on a Morgan 45 with three Brazilian crewmembers for Rio. Last time Gary sailed to Rio he did so by way of Cape Horn.

Going cruising this fall? Drop us a few lines about your trip and a photo of you and the boat. And don't forget the Cruising Kick-Off parties. Pacific Marine Supply's in San Diego at the end of October is the biggie. We're going to hold a little version here in Sausalito at the end of September. It'll be free and everyone will be welcome. Watch for the dates in the next issue.

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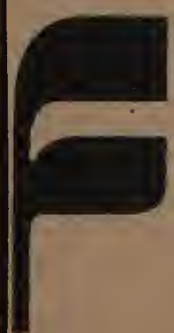
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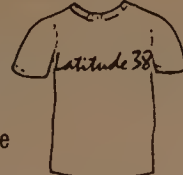
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VERTUE CLASS SLOOP Sail No. 106 for sale. Built Cheoy Lee shipyard 1960. Teak hull. Dry bilges. Inquiries to Kinsey, Box 1808, Victoria, B.C. Canada.	CARIB 41 FOR SALE BY OWNER Excellent condition, on charter service in Caribbean. Almost new main & genoa, working jib, electronics, roomy liveaboard, May be left in charter service, tax benefits. \$45,000. Piombi, P.O. Box 1123, Belmont, CA 94002. (415) 592-1818.	CATALINA 38 "PUFF" Successful Racer-Cruiser Complete and Ready to Go! 100 and 135 and 150% jibs VHF 3/4 oz. and 1 1/2 oz. Chutes LORAN Lewmar 48 primaries, total 11 winches Windpoint, Windspeed, Depth, Knotmeter \$58,500 Bob Prosin (408) 298-4844 days (415) 572-1492 evenings
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1/2 PARTNERSHIP 36' MAGELLEN For sale — Santa Cruz Harbor. One half partnership in 36' Magellen FG ketch in permanent berth, excellent cruising boat, perfect condition, Hood roller furling, Volvo diesel, teak interior. Serious buyers call (408) 423-5175.	INVADER — CAL 20 Hull No. 111. Excellent condition. Spinnaker, 4 bags sails, O/B, K/M. Heavy duty Seal race rigging (singlehanded), ball bearing blocks, AM/FM stereo, custom cushions, much more. \$4,950 with Coyote Point berth. (408) 730-4588 eves.	TWO - #44 LEWMAR WINCHES Brand new — 3 speed — Chrome with Blue covers \$925 (415) 457-8458 Jason
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CATALINA 25 — 1982

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Beautiful mahog. cabin, rigged for singlehanded cruising w/club jib, self-steering tiller and intr. wheel, fireplace, head, 25 hp '79 Palmer, sleeps 4. \$13,500. Rick (415) 271-2123 (o) / 332-2472 (h)

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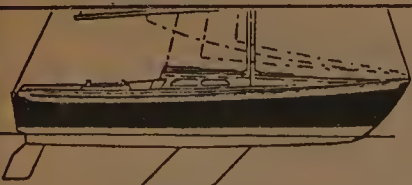
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New rigging, new 70 jib, new sailcover. It's a F/G finkeel, with 4 hp Evinrude, main and lapper, bow pulpit, anchor and rode, compass, more stuff. Great baysailer, must sell. Asking \$4200. Berkeley berth. 834-4098 anytime.

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New 21'x4" forespar spinnaker pole, trigger and socket w/car, \$490. New radial head drifter, I-51', J-21', \$900. Used drifter \$500. Unused storm jib \$350. New Aries vane \$1,100. Avon 6-man life raft \$1,950. 300 ft. nylon 1" dia. \$300. (415) 359-3957

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Sail no. 106, for sale. Built Cheoy Lee shipyard 1960. Teak hull. Dry bilges. Inquiries to Kinsey, Box 1808, Victoria, B.C. Canada.

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RANGER 23 Owner finance. 1974 model, extra sails, spinnaker pole. \$12,000 finance through owner at 12%, \$2,400 down. Peninsula Marina, Redwood City berth. Henry Parsons (415) 376-2355 or leave message (415) 328-6848.	LORAN C Trimble 100-A. Just serviced. 1 year old. Asking \$2,000. (408) 287-8350	PROVEN BLUE-WATER CRUISER Cutter rig, surveyed replacement at \$135,000; will sell for \$65,000. Near new, 37' O.A. Full keel, dbl. end, tiller, sleeps 5-6, needs nothing: five pages of extras. Has sailed Mexico, Hawaii, N.W. Canada. Extraordinary bargain. Call (408) 353-2245.
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- 26' KINGS CRUISER '54, full keel plank mahog. hull, sloop, inb. eng., very nice owner anxious 7,500
- 2-27 CAL sloop '75, 4 sails incl. spinnaker 20,900
- 2-27 CAL sloop '77, Atomic 4, very nice reduced to 23,900
- 28' TAIWAN sloop '70, full keel, fiberglass hull, inb. eng., teak decks, classic design 32,500
- 30' OLSON '78, rebuilt '83, 7 sails, Loran plus more! 32,500
- 32' CHALLENGER sloop '77, Perkins 49 h.p. dsl., shwr, refrig, stove w/oven, 4 sails, good liveaboard 48,500
- 35' ERICSON '75, Volvo diesel '81, 4 sails, shwr, refrig, other extras owner anxious try 45,000
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50' Gulfstar Sail Master, sloop, 1982	\$290,000
50' Gulfstar ketch, 1980	185,000
50' Gulfstar ketch, 1979	190,000
50' Gulfstar ketch, 1977	150,000
48' German Frers, <i>Bravura</i>	200,000
47' Olympic Offshore ketch, 1974	134,500
47' Gulfstar Sail Master ketch, 1981	279,500
47' Gulfstar Sail Master ketch, 1980	240,000
47' Gulfstar Sail Master ketch, 1979	240,000
45' C/L Marine ketch, 1979	120,000
44' Gulfstar sloop, 1981	172,500
44' Nautor Swan sloop, 1979	256,000
44' Pearson sloop, 1975	117,500
44' Peterson cutter, 1978	139,900
42' Cooper Pilot House sloop, 1981	127,500
42' Westsail ketch, 1976	150,000
41' DownEast Pilot House cutter, 1980	85,000
41' Gulfstar ketch, 1975	105,000
41' Gulfstar ketch, 1974	89,750
40' Cheoy Lee Midship ketch, 1977	92,500
40' Cheoy Lee Offshore yawl, 1974	79,500
40' Valiant cutter, 1979	149,000
40' Valiant sloop, 1976	140,000
38' DownEast cutter, 1980	79,500
38' DownEast cutter, 1975	84,750
37' Condor sloop, 1979	89,000
37' Gulfstar sloop, 1977	79,500
37' Fisher Motor Sailer, 1978	125,000
37' Irwin ketch, 1974	74,500
36' Columbia sloop, 1968	35,600
36' Islander cutter, 1978	116,500
36' Islander sloop, 1976	66,500
36' S-2 sloop, 1979	73,500
36' Hunter sloop, 1981	66,000
35' Magellan sloop, 1965	39,500
34' Hans Christian cutter, 1978	79,500
33' IOD sloop with engine, 1979	27,500
33' Yorktown sloop, diesel, 1970	23,500

31' Crane Bro's racing sloop, 1976	38,000
31' Etchells racing sloop, 1976	9,500
28' Ranger, 1978	27,950
27' C S sloop, 1979	26,500
26' Cheoy Lee sloop, 1964	14,900
25' Santana, 1973	10,900
24' San Juan sloop, 1974	14,900
24' Stonehorse cutter, 1974	23,000
23' Custom Motor Sailer, 1982	25,000
22' Columbia sloop, 1968	4,200
22' Santana sloop, 1968	5,800

POWER

78' Feadship, 1964	\$750,000
68' Custom Motor Yacht, 1954	385,000
68' Pacemaker, 1969	350,000
65' Pacemaker, 1972	400,000
64' Chris Roamer, 1964	350,000
63' Halvorsen, 1971	467,500
58' Hatteras Motor Yacht, 1971	395,000
57' Chris Constellation, 1968	205,000
57' Chris Constellation, 1967	165,000
57' Chris Constellation, 1966	167,500
55' C & L Trawler, 1981	250,000
52' Bluewater Motor Yacht, 1982	190,000
50' Rose Bros. Sport Fisher, 1971	179,500
49' Defever Trawler, 1979	215,000
49' Marine Trader Trawler, 1978	199,000
47' Bluewater Motor Yacht, diesel, 1982	195,000
47' Bluewater Motor Yacht, 1982	170,000
47' Suwanee Houseboat, 1970	47,900
47' Suwanee Houseboat, 1969	52,000
45' Bluewater Sedan, 1979	120,000
45' Carl Craft Houseboat, 1980	76,000
45' Newport Trawler, 1970	149,000
44' Gulfstar Motor Yacht, 1979	210,000
44' Gulfstar Motor Yacht, 1979	204,250
44' Gulfstar Motor Yacht, 1979	199,500
44' Marine Trader Trawler, 1977	120,000

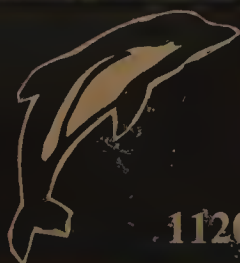
43' Gulfstar Trawler Yacht, 1976	140,000
40' Bluewater Sedan, 1979	96,000
40' Bluewater Sedan, 1979	89,500
40' Bluewater Sedan, 1978	89,500
40' Cruise A Home Houseboat, 1973	45,000
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40' Trojan F-40, 1979	160,000
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38' Pacemaker Cruiser, 1965	32,000
38' Viking Sports Fisher, 1968	47,500
37' Californian Trawler, 1972	77,900
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36' Gibson Houseboat, 1980	46,000
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36' Willard Trawler, 1966	68,500
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34' Californian Trawler, 1979	79,950
34' Californian Trawler, 1979	72,500
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32' Grand Banks Trawler, 1968	51,900
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31'	Cheoy Lee Offshore	1967	39,000.00
32'	Traveller	SOLD 1976	49,500.00
32'	Westfall	1974	59,500.00
35'	Fantasia	1979	84,000.00
38'	Ingrid Ketch	1977	88,000.00
39'	Landfall Cutter	1977	58,000.00
40'	Cheoy Lee Midshipman Ketch	1975	100,000.00
40'	Krogen MS Ketch	1982	120,000.00
41'	Gulfstar, Cntr Cockpit Sloop	1974	81,000.00
41'	CT Ketch	1970	65,000.00
51'	Skye	1979	199,000.00
25'	Fleur Blue #31	1961	9,000.00
25'	Angleman Gaff Sloop	1962	35,000.00
29'	Viking (Adriatic Auxillary)	1962	17,000.00
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32' CONTROVERSY SLOOP	39,900	43' WILLARD AFT CABIN	35,000
33' MORGAN	32,500	44' RHODES M/S	69,900
34' CAL	2 from 39,500	46' BREWER P H	170,000
35' ALBERG (Pearson)	42,000	50' SAMPSON Ketch	80,000
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23'	CORONADO, outboard, compass, anchor	\$6,500
29'	CAL SLP, 4 sails, dodger, VHF, depthfinder, A.P.	\$30,000
31'	DUFOUR, excellent condition & fully cruise rigged, 5 sails, RDF, S.S. vane, liferaft, & more	\$67,500
32'	ARIES SLOOPS, 2 to see, well equipped	from \$39,500
33'	TARTAN TEN, '82 season champ & ready for the YRA second-half, must see	\$35,000
33'	CHEOY LEE CLIPPER — 33 KETCH, this boat is ready to liveaboard or cruise with many extras	\$67,000
35'	PRETORIEN SLOOP, fabulous French quality, the only used Wauquiez for sale on the west coast & a beauty	\$93,500
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40' Concordia Motorsailer, gorgeous.....39,500
40' Gauntlet Bermudian Cutter, Fastnet veteran.....69,500
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35' Coronado.....44,000
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31' Mariner ketch, 1968, we have two at this time, one wood....31,000
32' DeFever sloop, 1963, new diesel, So. Pacific veteran.....32,000
33' Alden Pinky ketch, 1950, "Freya", good sailor.....22,500
34' Colvin aluminum gaff schooner, 1977, well outfitted.....39,000
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40' Germania ketch, 1980, aft cabin, lots of equipment.....90,000
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50' Gulfstar ketch, 1977, cruise vet w/lots of gear, clean.159,000
65' North Sea Trawler/Motorsailer, 1960, Cat. diesel.....149,000

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39' CUST. LIDGARD CUTTER '81. Cold molded NZ Kauri. Exc. workman ship/design. dsl. Recently arrived from Australia..... Value at 89,000
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38' INGRED KETCH '77. Cruising boat with much gear..... 88,000
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30' ENGLISH SLOOP '69. Singlehander, vane, Avon, dsl & more..... 30,000
30' YANKEE by Sparkman & Stephens, dsl. North sails, tall rig..... 31,500
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29' CAL "2-29" '75. Main & jib, wheel, Atomic 4, clean..... 31,500
28' COLUMBIA '68. A lot of boat for the money. Atomic 4..... 16,900
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27' BUCCANEER, 1977, Volvo diesel, roomy.....16,000
28' BALBOA, loaded w/cruise gear & trailer.....10,500
30' FISHER PILOTHOUSE, diesel ketch, radar, etc.....63,500
32' CLIPPER, 1977, diesel engine, shower, VHF.....try 16,500
34' COLUMBIA MKII, very well equipped.....asking 39,000
35' ALBERG, full keel, wheel steering.....asking 31,000
35' ERICSON MKI, full keel, wheel steering, A-1.....try 30,000
37' FISHER MOTORSAILER, 80 hp diesel, cruise ready.....125,000
37' MOTORSAILER, twin engines, sloop rig.....only 17,500
40' VALIANT, first class cruising sloop, loaded.....137,000
41' CT KETCH, Perkins diesel.....asking 65,000
42' ANACAPA MOTORSAILER, trade considered.....89,000
42' GULFSTAR, center cockpit, trades considered.....89,000
43' GARDEN PORPOISE KETCH, diesel, great interior.....29,000
44' SPENCER, center cockpit cruising sloop.....try 90,000
44' PEARSON COUNTESS, 110 hp diesel.....try 90,000
48' TARTAN, 1973, full race/cruise.....try 120,000
50' GULFSTAR, 1977, very long list of gear.....159,000
52' BRUCE KING cruising cutter. A bargain at.....210,000

WE ALSO HAVE BOOKS FULL OF
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DEALERS FOR:

FORCE 50
SEA WOLF 44
ROBERTS 45
PETERSON 34

SKIPPER'S

YACHT
SALES



50' FORCE 50. New center cockpit ketch, berthing for 8 includes queensize aft cabin, ultra-luxury, unbelievably priced in mid-130's sailaway; pilothouse also avail. Inquire. (Sistership). May Be Seen At Our Docks.



43'7" SEA WOLF 44 DIESEL AUXILIARY KETCH, NEW — Sailaway \$103,680!! Call for details (sistership).



CAL 30, 1965. Extremely clean. \$29,500/offers.



COME BY AND VISIT OUR NEW, SPACIOUS OFFICE. We look forward to seeing you.



42' FORMOSA. Clean, diesel. \$79,000

16' NEWPORT \$2,900
20' MARIEHOLM 14,000
23' COX 11,500
23' RANGER 13,600
23' BEAR 12,500
24' EMERSON 4,200
24' CAL 2-24 5,950
24' COLUMBIA 7,500
24' PEARSON AREO 24 5,500
24' WINDWARD Sloop 8,900
24' NEPTUNE 24K, 1980 21,000
24' ISLANDER BAHAMA 2 from 5,900
25' CAL 10,000
25' CHEOY LEE 14,500
25' SANTANA 525 2 from 13,000
25' BAHAMA 25, McGlasson-design 2 from 15,500
25' NICHOLS SeaHorse yawl 7,500
25' CHEOY LEE CLIPPER 2 from 15,500
25' CORONADO 3 from 9,200
25' NORDIC FOLKBOAT 2 from 5,400
25' SEILDMANN sloop 20,900
25' TANZER 7.5 10,500
25' PETERSON 2-25 full race 13,000
25' FOLKBOAT-BORRESON 10,000
25'6" FRIENDSHIP SCHOONER 2 from 25,000
26' COLUMBIA 26 2 from 11,000
26' INTERNATIONAL FOLKBOAT 27,000

26' BAHAMA 16,500
26' PEARSON ARIEL 13,000
26' RANGER 16,300
26' S-2 aft cockpit sloop 20,000
27' BRISTOL 15,950
27' TARTAN 18,500
27' CAL 2-27 25,950
28' COLUMBIA 14,900
28' NICHOLS BUCCANEER 2 from 9,995
28' LANCER SLOOP 19,500
29' FARALLON 38,500
29' COLUMBIA MARK II 23,900
29' RANGER diesel 33,950
30' CATALINA 33,000
30' HONG KONG JUNK 16,000
30' CLIPPER MARINE 4 from 14,000
30' CAL, '65, extremely clean 29,500/offer
30' SCAMPI 30 MKIV dsl aux. slp 49,500
30' RAWSON, diesel sloop 26,200
30' AMERICAN sloop, Nichols design 16,500
31' PIVER 16,500
32' ISLANDER 34,500
32' WAYFARER 34,500
33' HUNTER 38,000
33' WINDWARD 33 23,500
34' PETERSON (NEW) 69,666

35' CORONADO aft cabin sloop 2 from 44,000
37' ENDEAVOR 84,000
37' FORMOSA overseas, diesel ketch 55,000
37' IRWIN MK V ketch, diesel 90,000
38' FARALLONE CLIPPER 45,000
38' MORGAN 90,000
38' DOWNEAST cutter 78,000
39' IRWIN CITATION F/G, diesel 69,950
40' CAL 72,000
40' CUSTOM GLADSTONE 79,000
40' RINGWALD 65,000
40' PIVER aft cabin VICTRESS, '79 dsl ketch 90,000
41' KING DESIGN, '51 60,000
41' C&C REDLINE 90,000
41' ISLANDER FREEPORT 133,950
41' FORMOSA ketch 79,000
41' GULFSTAR 41, center ckpt sloop, dsl 89,500
41' MORGAN, aft cabin, sloop, diesel 97,000
43' WESTSAIL, diesel ketch 150,000
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44' CHEOY LEE 160,000
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45' EXPLORER 45 MK II center cockpit 129,000
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50' FORCE 50 PILOTHOUSE diesel ketch 159,500
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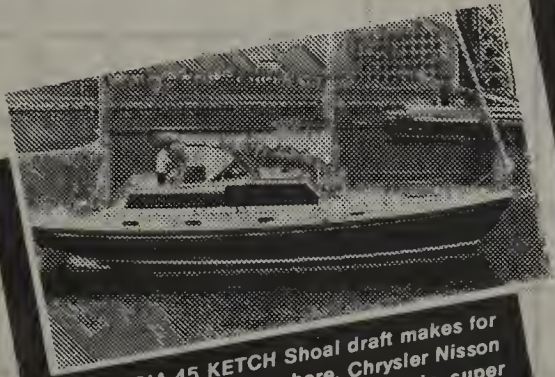
(415) 522-6500
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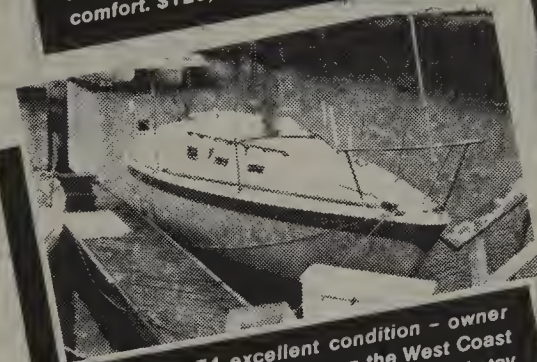
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20'	CAL	OFFERS
21'	WILDERNESS	\$15,500
22'	SANTANA	8,500
23'	ERICSON	7,000
23'	BEAR	OFFERS
24'	J/24	14,900
24'	NORTHSTAR 727	17,500
24'	COL CHALLENGER	6,000
24'	SAMOURI	12,500
24'	NIGHTINGALE	2 from 14,500
25'	DAVIDSON	25,000
25'	SANTANA	2 from 12,500
25'	PACIFIC CLIPPER	13,000
25'	NORTHSTAR 500	16,239
25'	GAFF SLOOP	35,000
25'	KILLER WHALE	11,000
25'	PETERSON	18,500
26'	COLUMBIA MK II	12,500
27'	ERICSON	2 from 26,000
27'	EXPRESS (CUSTOM)	30,000
27'	SANTA CRUZ	2 from 20,000
27'	CAL T/2	19,000
27'	MULL CUSTOM	16,000
27'	CATALINA	3 from 15,000
27'	ENGLISH SLOOP	26,000
28'	COLUMBIA	2 from 17,000
28'	TRITON	2 from 20,000
28'	WYLIE 1/2 TON	27,000
28'	LANCER	25,000
29'	RANGER	31,950
29'	HERRESHOFF	24,900
29'	BUCCANEER	36,000
30'	ETCHELLS 22	15,500
30'	OLSON	22,900
30'	SAN JUAN	26,500
30'	SANTANA	35,000
30'	WYLIE 3/4 TON	40,000
30'	IRWIN	45,000
30'	PEARSON	31,000
30'	WYLIE	75,000
30'	CAL 3-30	38,000
30'	BURNS 1/2 TON	39,500
30'	ISLANDER MK II	3 from 29,500
30'	RAWSON	2 from 29,000
31'	PETERSON 1/2 TON	OFFERS
31'	CHEOY LEE OFFSHORE	39,000
31'	ERICSON INDEPENDENCE	45,000
32'	ERICSON	35,000
32'	CENTURION	54,900
32'	NANTUCKET	46,500
33'	CHEOY LEE	52,500
33'	SPAULDING SLOOP	17,995
33'	TARTEN 10	3 from 25,000
34'	PETERSON	69,950
35'	CORONADO	44,000
35'	FUJI KETCH	84,900
36'	ISLANDER FREEPORT	132,000
36'	J/36	120,000
36'	S-2 SLOOP	2 from 73,500
36'	ISLANDER	3 from 59,900
36'	HERRESHOFF	44,500
36'	HUNTER	68,500
37'	RAFIKI CUTTER	102,000
37'	FISHER MK II	125,000
37'	ESPRIT	119,000
37'	PETERSON	80,000
37'	BALTIC	135,000
38'	C & C "ENTERTAINER"	77,000
38'	FARALLONE CLIPPER	3 from 35,000
38'	YANKEE	69,500
39'	ROGERS	124,900
39'	CAL	2 from 77,000
40'	C & C	134,000
40'	MARINER KETCH	79,500
40'	TRINTELLA IV VICTORY KETCH	150,000
41'	OFFSHORE CHEOY LEE	92,000
41'	NORLIN	94,000
42'	CREALOCK KETCH	145,000
43'	METER R BOAT	29,500
43'	SWAN	129,000
45'	S & S ALUM. "INCA"	129,000
45'	COLUMBIA MOTORSAILER	109,500
45'	DOWN EAST	135,000
45'	DAVIDSON CUSTOM	235,000
47'	OLYMPIC KETCH	134,500
50'	SANTA CRUZ	200,000
50'	GULFSTAR	159,000
56'	MOTORCUTTER "LUCIA"	OFFERS 230,000

*SAN FRANCISCO BERTH INCLUDED



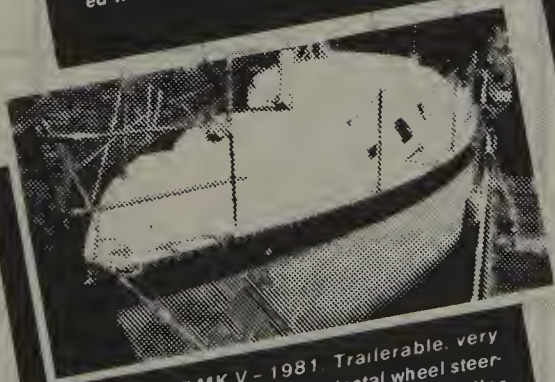
COLUMBIA 45 KETCH Shoal draft makes for excellent cruising anywhere. Chrysler Nissan diesel auxiliary. Accommodates 6 in super comfort. \$129,000.



CAL 3-30 1974 excellent condition - owner very meticulous. Best 3-30 on the West Coast - 9 sails, barient winches hydraulic backstay \$38,000.



45' S&S SLOOP - Impeccable quality and beauty, teak decks, superb inventory, recent survey. Priced well below market at \$129,000.



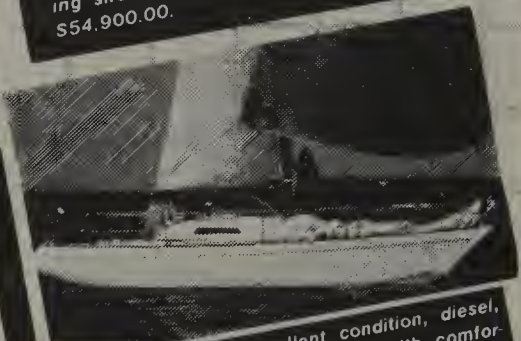
LANCER 28-T MK V - 1981. Trailerable, very well maintained. Inboard. Pedestal wheel steering. 6'2" Headroom. Trail-rite trailer. Seller motivated at \$25,000.00



C&C 38. "The Entertainer". Certainly one of C&C's most successful designs. Has all the gear you'd ever need. Looks fast just sitting at the dock. Asking a realistic \$79,500.



CENTURION 32 - Designed by Henri Wauquiez, France. 6 sails, fully appointed interior including shower, volvo diesel, elegantly detailed \$54,900.00.



SAN JUAN 30 - Excellent condition, diesel, outstanding performance cruiser with comfortable accommodations. Rigged for single handing. Asking \$26,500.



Tarten 10 diesel inboard, complete one design inventory. Full signet inst. Asking \$33,000. We also have others for sale.

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